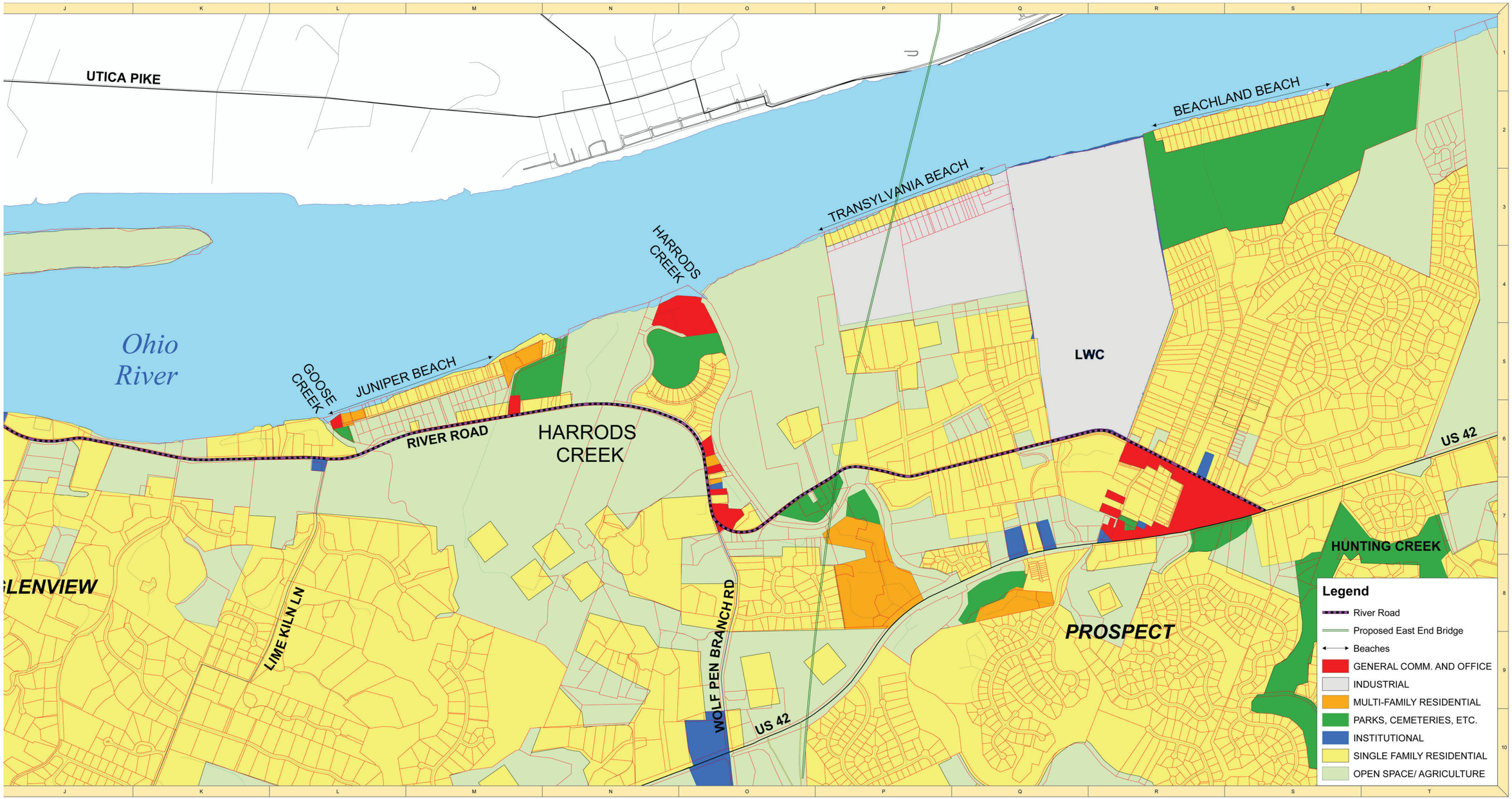


Existing Land Use Map

node provides services to the residents of the corridor but also serve a much larger market area. The mix and magnitude of commercial uses found along the corridor have generally been stable with no new commercial zoning having been sought for some time. The uses tend to be relatively small in scale and include service stations, restaurants, general retail and car repair.

Institutional Use

Institutional uses are located throughout the corridor. These uses include places of worship, clubs and organizations, public utilities and civil services such as the Harrods Creek Fire District. The rich variety and and diversity of the corridor's institutional uses contributes to the corridor's role as a community-wide asset.

Parks, Open Space and Agricultural

The River Road Corridor is home to over 250 acres of parks and open space. Metro Parks operates the large majority of this land area including Thurman Hutchins Park, Carrie Gaulbert-Cox Park, Twin and Hays Kennedy Parks and Caperton Swamp along the corridor. River Fields, Inc. a land trust that protects, preserves, and enhances natural and cultural resources of the land and water around the Ohio River for the public, owns several parcels along the corridor that are protected by land conservation or used as open space.

Byway Transportation Assessment

The River Road Scenic Byway plays an important role in Louisville Metro's transportation network. The corridor provides a critical link between northeast Jefferson County and the central business district offering commuters a rare alternative to U.S. Highway 42 and Interstate 71. The Byway also provides direct access to many River Road residents and businesses while connecting the communities of Prospect, Harrods Creek, Glenview and Indian Hills. River Road is also the only Kentucky Scenic Byway in Jefferson County.

The objective of the Transportation Assessment is to evaluate the corridor's existing facilities for vehicles and pedestrians, including bicycle facilities and transit service to the area. Current traffic loads will also be examined to develop baseline trends regarding future traffic growth. This study will determine how each mode of transportation interacts with each other and identify potential conflicts between them. Traffic speeds will be observed in order to assess the need for traffic calming. Roadway signage and way finding will also be evaluated for their effectiveness and to consider where signs may be needed. Existing and proposed roadway plans will be reviewed to evaluate available pavement and right-of-way for future improvements.

Existing Roadway Characteristics and Geometrics

River Road is a two-lane minor arterial roadway. The terrain is mainly flat, with much of the roadway located in the floodway. There are two existing bridges, one at Harrods Creek and the other at Goose Creek. From Zorn Avenue east through much of Glenview, the corridor consists of long, straight segments separated by occasional curves. Beginning roughly at Lime Kiln Lane and traveling east, the corridor takes on a more serpentine alignment accompanied slight rises and dips.

River Road was broken into stations (see figure, page 64) that were used to conduct traffic counts by the Kentucky Transportation Cabinet (KYTC). The table below lists each station with the corresponding lane width, shoulder width, and speed limit.

Traffic Count Station	*Speed Limit MPH*	*Lane Width*	*Shoulder Width*
W01	35	10	0
W40	45	11	0
134	45	11	0
140	45	11.5	0
754	45	11	0

The road is considered a Rural Section, consisting of roadside swales rather than curb and gutter. The existing pavement is typically 24' in width, consisting of two travel lanes ranging from 10' to 11.5' in width, no paved shoulders or bike lanes. The existing River Road Right of Way varies considerably, although in most areas there is at least 40 feet (See ROW Analysis Maps, appendix). Within or immediately adjacent to the existing Right of Way there are a number of existing elements including utility poles, fences and walls, guard rails, trees, and steep slopes that must be considered in any alternatives for future transportation improvements.

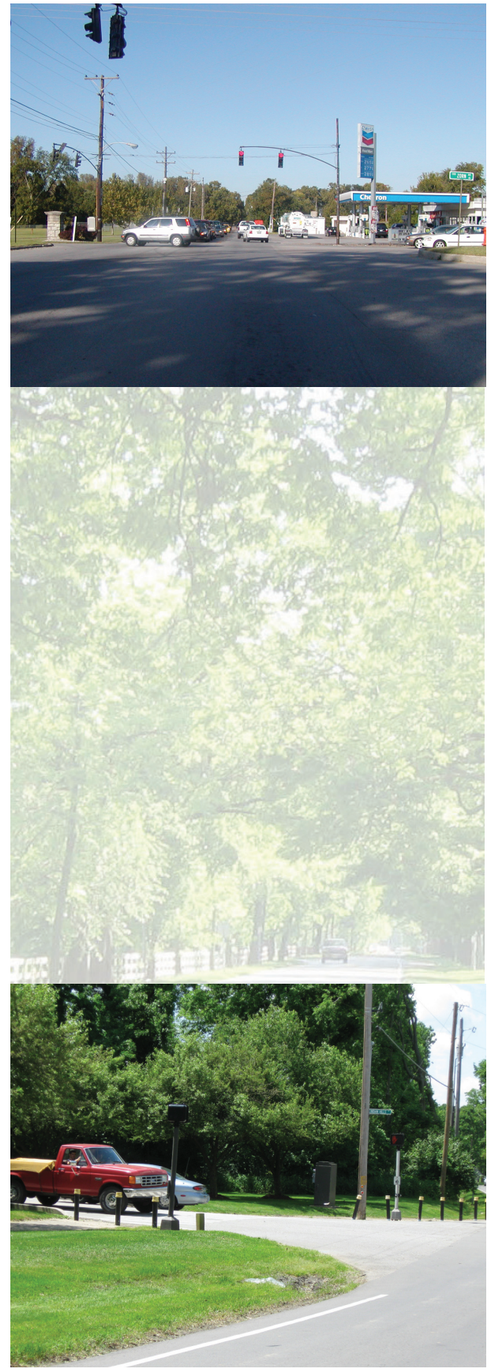
The posted speed limit on the corridor is 35 mph from Wolf Pen Branch to US 42 and 45 mph from Zorn Avenue to Wolf Pen Branch Road.

Access and Sight Distance

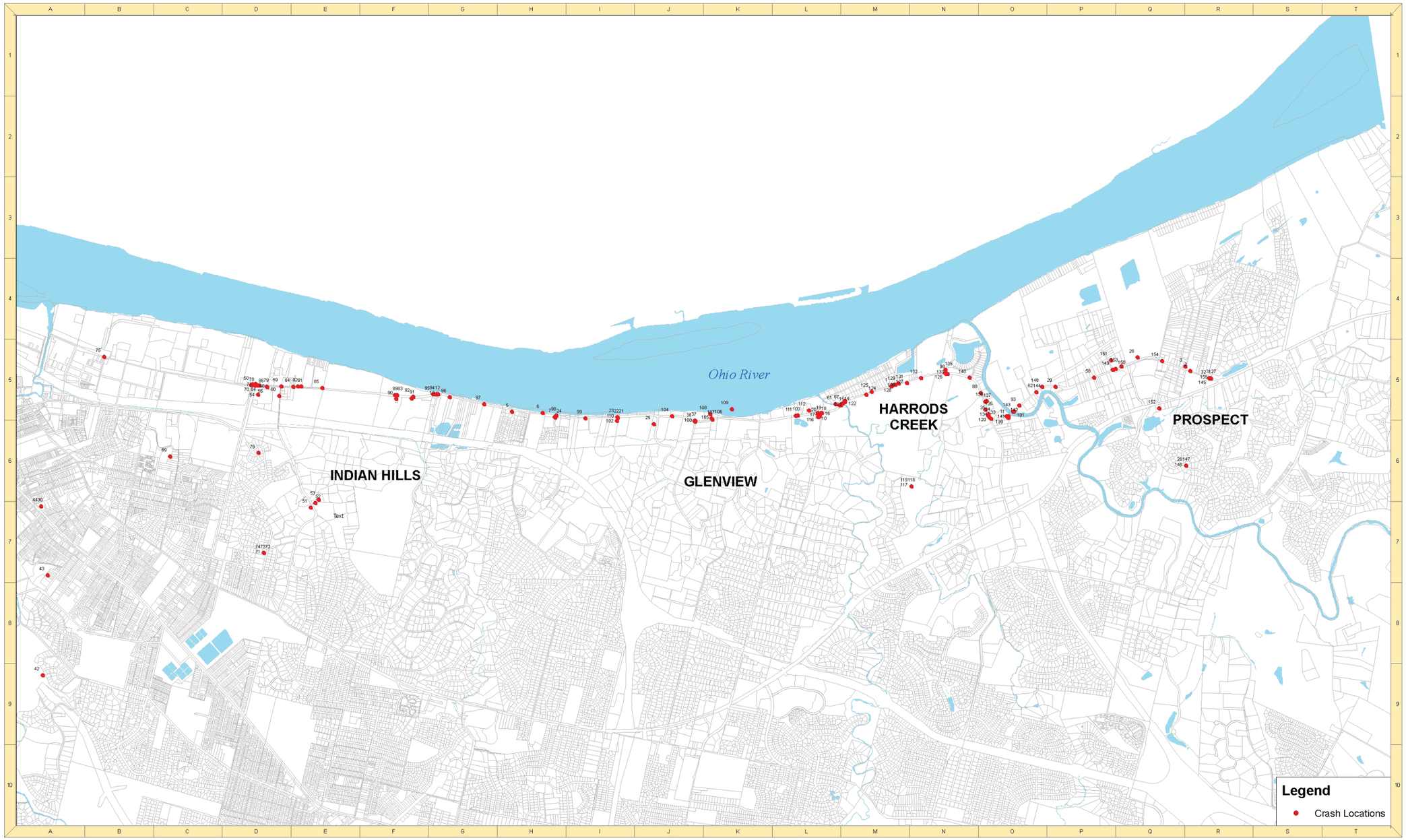
The location and frequency of driveways, entrances, pull out parking, and intersecting roads affects the efficiency of the roadway, the visual character of the corridor, and the ability to safely and effectively integrate bicycle and pedestrian facilities.

A large percentage of the land uses from Zorn Avenue to U.S. 42 (parks, farmland, estate lots) result in large lots with single access points spaced relatively far apart. The only real exceptions to this pattern are the smaller, non-residential lots, located at each end of the study area and within the Harrods Creek business area.

Adequate sight distance to see oncoming traffic while pulling onto River Road is an issue at certain unsignalized intersections, particularly those located near or in a curve. This condition worsens as traffic speeds increase. Intersections with poor sight distance include River Creek Road, Lime Kiln Lane, Rockledge Lane, and Boxhill Lane.



Traffic Count Stations and Speed Limits



River Road Crash Locations

VEHICLE LEVEL OF SERVICE

LOS is a qualitative means for describing operational conditions within a traffic stream, and their perception by motorists and/or passengers

LOS A *represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.*

LOS B *marks where the presence of other users in the traffic stream begins to be noticeable. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.*

LOS C *marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.*

LOS D *represents high-density, but stable flow. The driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.*

LOS E *represents operating conditions at or near the capacity level. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high.*

LOS F *is used to define forced or breakdown flow. It is the point at which arrival flow exceeds discharge flow which causes queues to form.*

Assessment

The long, straight roadway segments that dominate much of the western half of the corridor encourage higher rates of speed. Traffic calming techniques should be explored, where feasible. While frequency and location of drives is not a serious problem on the corridor today, certain areas (i.e., Juniper Beach to Captains Quarters) and specific sites (i.e., Chevron station at Zorn Avenue and River Road, pull out parking on north side of River Road at the Louisville Boat Club) might benefit from access management techniques. Establishing a 35 mph posted speed for the entire corridor along with selective pruning within the sight distance "triangle" at unsignalized intersections, should be considered to improve existing sight distance issues.

Current and Future Traffic Volumes

Current Traffic Volumes (2009) were obtained from the Kentucky Department of Transportation Division of Planning's Traffic Count System Database. A growth rate or Peaking Factor was taken from the planning report from KYTC and applied to 2009 traffic volumes to determine 2029 traffic volumes along River Road. The peaking factor is a state average for traffic growth over 20 years. The table below outlines the traffic volumes that correspond to current and future conditions for each section of River Road.

Traffic Count Station	*Current (2009) Traffic Volume*	*Future (2029) Traffic Volume*	*Roadway Classification*	*Peaking Factor*
W01	6,750	11,340	Urban Collector Street	1.68
W40	9,800	16,464	Urban Collector Street	1.68
134	10,300	16,583	Urban Minor Arterial	1.61
140	11,200	18,032	Urban Minor Arterial	1.61
754	13,100	21,091	Urban Minor Arterial	1.61

Note: Traffic Volumes were taken prior to closing of Harrods Creek Bridge. Volume numbers constitute annual average daily traffic (AADT) for both lanes combined.

Assessment

At the time of this study the single lane bridge at Harrods Creek had been closed for reconstruction to a two-lane bridge. Field observations could not be made to record traffic flow patterns that would occur if the proposed two-lane bridge was constructed. At the time of this assessment, increased traffic was observed on Wolf Pen Branch Road, with traffic backing up from US 42 to River Road. When the two-lane bridge is constructed however, it can be reasonably anticipated that traffic on Wolf Pen Branch Road will return to normal. It can also be anticipated that traffic speeds and volumes on River Road would increase due to the increased capacity of the bridge.

Current and Future Level of Service Analysis

Highway traffic congestion is expressed in terms of Level of Service (LOS) as defined by the Highway Capacity Manual (HCM). *LOS* is a qualitative means for describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. Six levels of service are defined and given a letter designation from A to F with A representing the best operating conditions and LOS F the worst.

A Level of Service was determined at stations along River Road based on an assumed volume when traffic is at its peak (Peak Hourly Volume). Below is a table that shows the Level of Service for current and future traffic if roadway geometry were to remain the same.

Traffic Count Station	*Current (2009) Traffic Volume*	*Peak Hourly Volume (2009)*	*Future (2029) Traffic Volume*	*Peak Hourly Volume (2029)*	*Level of Service 2009*	*Level of Service 2029*
W01	6,750	743	11,340	1,247	C	D
W40	9,800	1,078	16,464	1,811	D	E
134	10,300	1,133	16,583	1,824	D	E
140	11,200	1,232	18,032	1,984	D	E
754	13,100	1,441	21,091	2,320	D	E

Note: For this analysis, the Highway Capacity Software Plus (HCS+) package was used to assess the peak period traffic operating conditions. This software package includes the Highway Capacity Manual (HCM) Two Lane analysis method for a Class II Roadway.

Current Levels of Service (LOS) for River Road range from C to D with future levels of service ranging from D to E.

Assessment

Most of the River Road study area is projected to attain a LOS E by 2029 and will be close to exceeding capacity. The anticipated high volume of traffic will have a detrimental impact on the River Road Corridor as a scenic byway and exacerbate conflicts between automobiles and other transportation choices. Adding additional travel lanes would improve capacity but would clearly diminish the roadway's character.

Reduced Level of Service however, may encourage motorists to consider

alternative routes. Improvements should be considered that make the corridor more conducive to alternative transportation modes, helping reduce automobile trips. Other improvements to reduce travel speeds should be considered to redirect commuters and reduce the amount of traffic on River Road.

Crash Analysis

The Louisville Metro Police Department provided crash reports for accidents between 2006-2008 (see Figure X). The following table shows the severity by crash types.

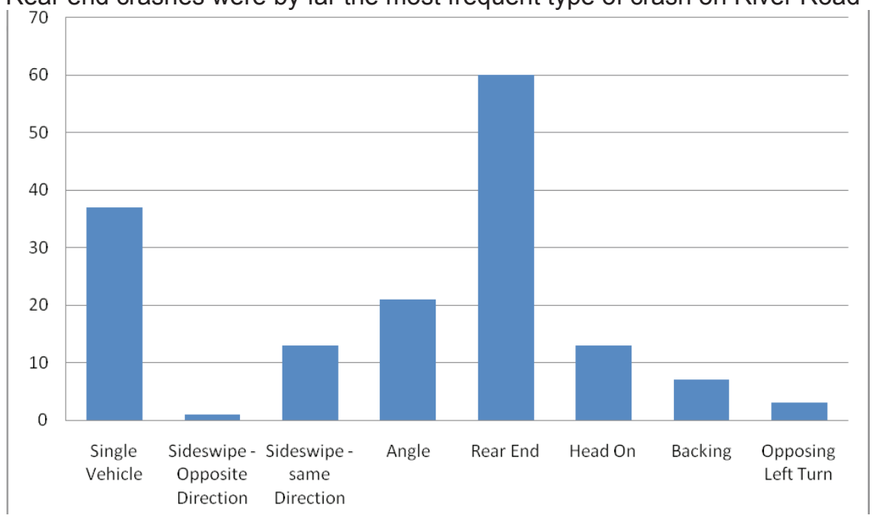
Severity	*Number of Crashes*	*Percentage*
Property Damage Only	117	75%
Injury	37	23.7%
Fatality	2	1.3%
Total Crashes	156	100%

The majority of crashes were property damage only (117 or 75%). About one-fourth of the crashes involved an injury, and two fatal crashes occurred on August 25, 2008. The two fatalities were a single incident where speeding was involved.

A review of all crash types for the study area was performed to determine the most frequent type. The figure below shows the results.

Assessment

Rear end crashes were by far the most frequent type of crash on River Road



come to a sudden stop due to a turning vehicle. Given that the majority of the roadway is a two-lane facility without turn lanes, this is not unexpected. Most of the crashes occurred at the major intersections such as Zorn Avenue, Indian Hills, Lime Kiln Lane and Wolf Pen Branch Road. Physical improvements (i.e., right-turn lanes) and/or traffic management techniques (i.e., reduced speed limits to allow additional time for braking) should be considered.

Single vehicle crashes were second to rear end collisions in number of accidents. Single vehicle types of crashes were described in the crash report as drivers hitting fixed and non-fixed objects. This could be anything from going off a steep shoulder to hitting a mailbox that is placed close to the roadway. Narrowing travel lanes and providing bike lanes or shoulders should be explored to reduce vehicle speeds and provide more recovery time and space for drivers to avoid these kind of crashes.

Multimodal Facilities

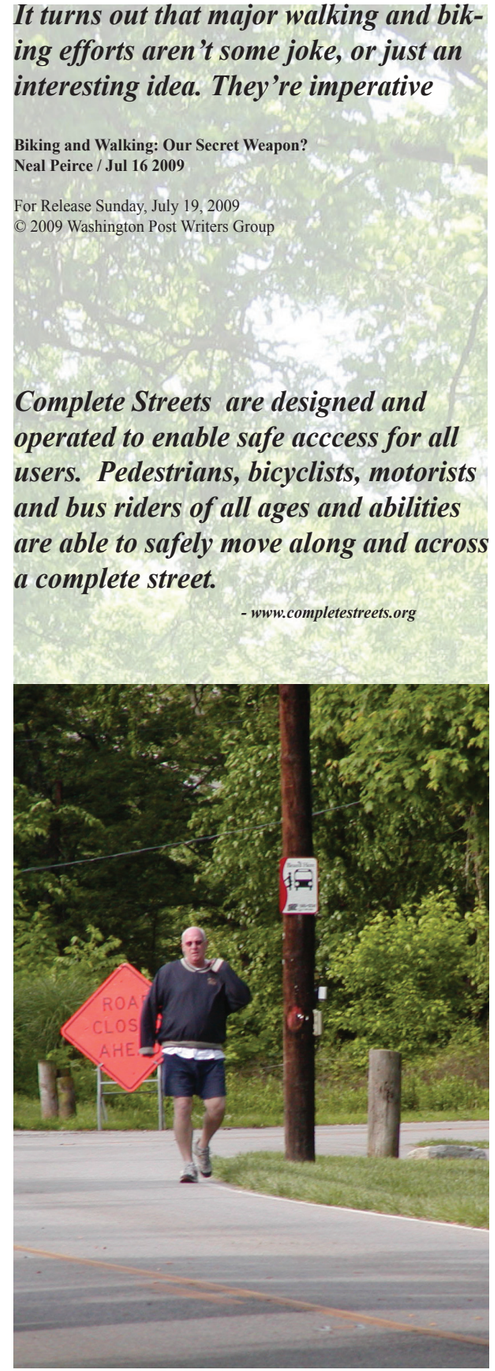
Pedestrian

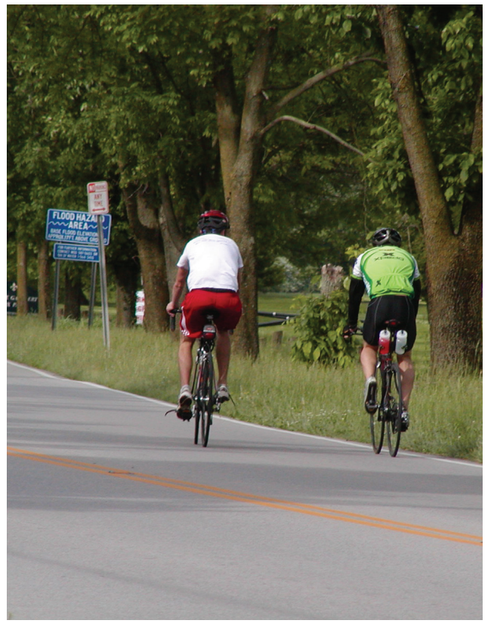
Pedestrian facilities exist along River Road from Zorn Avenue to Indian Hills Trail. On the north side of River Road there is a multi use path that starts at Zorn Avenue and ends just past Indian Hills Trail at Caperton Swamp Park. On the south side of River Road a walking path starts at the western entrance to Thurman Hutchins Park and ends just before Indian Hills Trail. There are no other sidewalks or multi use pathways from Caperton Swamp Park to Highway 42.

Assessment

Pedestrian facilities should be considered for the River Road corridor to link land uses and encourage alternative transportation modes that allow for more direct enjoyment of the corridors intrinsic qualities. There is very limited pedestrian use of the River Road corridor due to limited sidewalks and shoulders. There has been interest expressed at public meetings in walking along River Road if there were a safe place to walk. A sidewalk along one side of the road or a mixed use path would give opportunity for residents to have pedestrian access to River Road. Connections that provide pedestrian access between adjacent subdivisions or provide access to corridor destinations including parks and area businesses would also provide an alternative to auto dependent trips. Provisions for pedestrian facilities are in keeping with a number of previously adopted plans and policies including the Ohio River Corridor Master Plan, the findings of the Louisville Metro Pedestrian Plan, and the Complete Streets Policy adopted by the Louisville Metro Council in February of 2008.

The following types of facilities should be evaluated for their effectiveness





Bikeways - A generic term for any road, street, path, or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes

- AASHTO Guide for the Development of Bicycle Facilities, 1999

Verges - the green space between the edge of pavement and the sidewalk.

Bike routes - specially designated shared roadways that are preferred for bicycle travel for certain recreation or transportation purposes

Paved shoulders - are defined by the Federal Highway Administration as the portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles for emergency use, and for lateral support of the base and surface courses.

and appropriateness on River Road, balancing user needs, engineering judgment, and the existing character of the corridor.

Sidewalk – Sidewalks are typically located within the roadway Right-of-Way but can be placed in easements. The Louisville Metro Land Development Code calls for sidewalks to be 5' in width. *Verges*, or the green space between the edge of pavement and the sidewalk, should be at least 5' for a rural section with the traffic volumes and posted speeds found on River Road.

Off-Road Paths – Off-road paths are physically separated from motor vehicle traffic, except at road crossings. Multi-use paths accommodate a variety of users, including pedestrians, bicyclists, and others, for both recreation and transportation purposes. Trails located away from roads, on easements or their own rights-of-way, tend to be more pleasant and popular. The minimum width for a multi-use trail is 10' in order to facilitate bi-directional and multi-modal traffic. Striping is not necessary on multi-use trails.

Three alternative locations for a possible multi-use path were explored and evaluated as part of this transportation assessment. These routes were adjacent to the river, adjacent to River Road, and south of River Road in the vicinity of the old interurban rail line. Each alternative was considered in the context of the features and resources of every Landscape Unit as well as evaluated against the byway goals, objectives and strategies established in this management plan.

Use of the former interurban rail line was eliminated as a viable path alternative for the following reasons:

- the old right-of-way has reverted to private ownership
- the location is too far removed from the river
- a portion of the former rail line is too close to Interstate 71 and its associated noise levels
- much of the former rail corridor contains wetlands and other sensitive environmental resources

The two other potential path locations have been identified on the Project Maps found in the Management Strategies and Projects Chapter of this plan. It should be emphasized that these mapped alternatives merely represent possible locations for a multi-use path. Determination of a final path location will require more detailed analysis and the involvement of the local community and individual property owners.

Bicycle

River Road has been identified as a "Priority Corridor" for planning and construction of future bike facilities (Louisville Metro Bicycle Summits 1 & 2) and was studied for bike and pedestrian facilities as a pilot project in the development of Louisville's Complete Streets Manual. This corridor does experience heavy use by cycling enthusiast on the weekends and some use by commuters, primarily to and from downtown. The only existing bicycle facility is the multi use path on the north side of River Road from Zorn Avenue to Indian Hills Trail. The path is generally used by pedestrians and casual riders traveling at a lower rate of speed. More advanced riders that are riding for sport or commuting will use the roadway. There are no additional bike lanes or pavement width, therefore cyclists share the roadway with vehicular traffic. Due to increasing traffic volumes and lack of a shoulder throughout the study corridor, there is conflict with slower bike traffic and faster vehicular traffic.

Assessment

Bicycle facilities should be considered for the River Road corridor to reduce growing conflicts with motor vehicles and encourage alternative transportation modes that allow for more direct enjoyment of the corridor's intrinsic qualities. Bicycle facilities should consider the abilities of all cyclists. The following types of facilities should be evaluated for their effectiveness and appropriateness on River Road, balancing user needs, engineering judgment, and the existing character of the corridor.

Bike Route – Bike routes are specially designated shared roadways that are preferred for bicycle travel for certain recreation or transportation purposes. These "signed shared roadways" may be appropriate where there is not enough room or less of a need for dedicated bike lanes. The 1999 AASHTO *Guide for the Development of Bicycle Facilities* lists the following reasons for designating signed bike routes:

- The route provides continuity to other bicycle facilities such as bike lanes and shared-use paths.
- The road is a common route for bicyclists through a high-demand corridor.
- The route extends along local neighborhood streets and collectors that lead to internal neighborhood destinations, such as a park, school, or commercial district.

Generally, a road's Bicycle Level of Service (BLOS) grade should be High C or better in order to be designated a Bike Route.

Paved Shoulder – Paved shoulders are defined by the Federal Highway Administration as the portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles for emergency use, and for lateral support of the base and surface courses. Paved shoulders are considered an acceptable alternative for bicycle facilities on roads with a rural cross section where posted speed limits exceed 30 mph (*source: KYTC Permit Manual*). The recommended width of a paved shoulder is 6'.

Bike Lane – Bike lanes are portions of the roadway designated for bicyclist use adjacent to but separated from other vehicle traffic lanes. Bike lanes include a stripe, signage, and pavement markings. Cyclists in each bike lane travel one-way with the flow of traffic. Where roadway width permits, bike lanes are recommended on urban collectors, arterials, and some other roads in high-use bicycling areas. Posted speed limits of 35-40 mph or less are typical. Some of the benefits of bike lanes include:

- More predictable movements by both cars and bikes
- A decrease in bad cycling, with better cyclist adherence to laws about riding on the right side of the road
- Higher bike usage
- Passive traffic calming effect from lane width narrowing
- Add visual definition and clarity to the roadway, making it easier for motorists and cyclists to share the road

The American Association of State Highway Transportation Officials (AASHTO) recommends a minimum width of 5' for bike lanes measured from the guardrail to the bike lane stripe.

Availability of Right of Way or easements, topography, and location of existing features (utilities, fences, walls, guardrails, etc.) will influence which options are most suitable.

The addition of bicycle facilities will make River Road more appealing to cyclist and will encourage the recreational cyclists as well as commuters to start using or increase use of River Road as a Priority Bicycle Corridor.

Transit

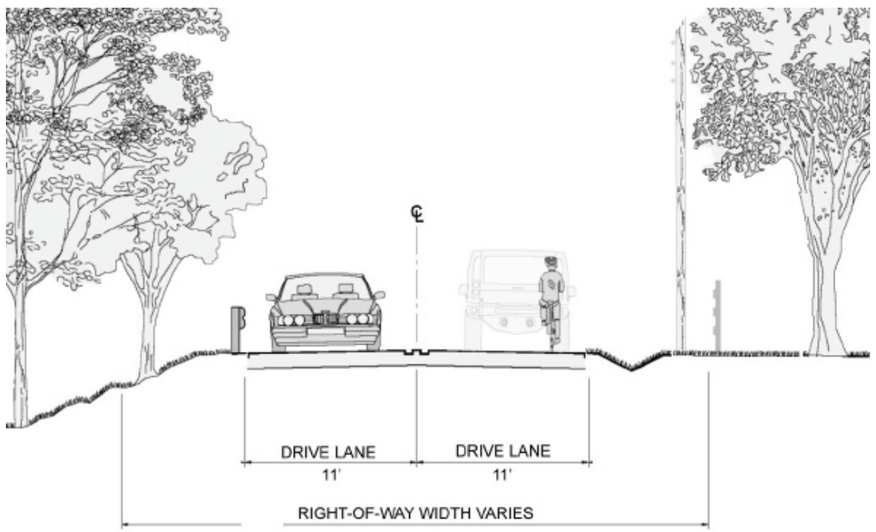
TARC service (Route 59) currently exists along River Road from Downtown Louisville to Prospect. According to TARC, this route was originally set up long ago for domestic workers going to the east end. Although used by fewer domestic workers today, the route is still used for people getting to other types of jobs in the area. There are currently two AM stops and one PM stop for both east and west bound travel (see "Route 59 Map" in the Appendix for locations of stops). Morning schedules for west bound service (towards downtown) run from 8:40am – 8:57am and 10:15am – 10:32am. Afternoon schedules east bound run from 3:26pm – 3:57pm. The average ridership over the past 6 months (as of February 2009) is 42 boardings, or 16 per trip. There are as many, if not more, riders heading eastbound in the morning as there are heading downtown, and vice versa in the afternoon. All trips are bike rack equipped and wheelchair accessible.

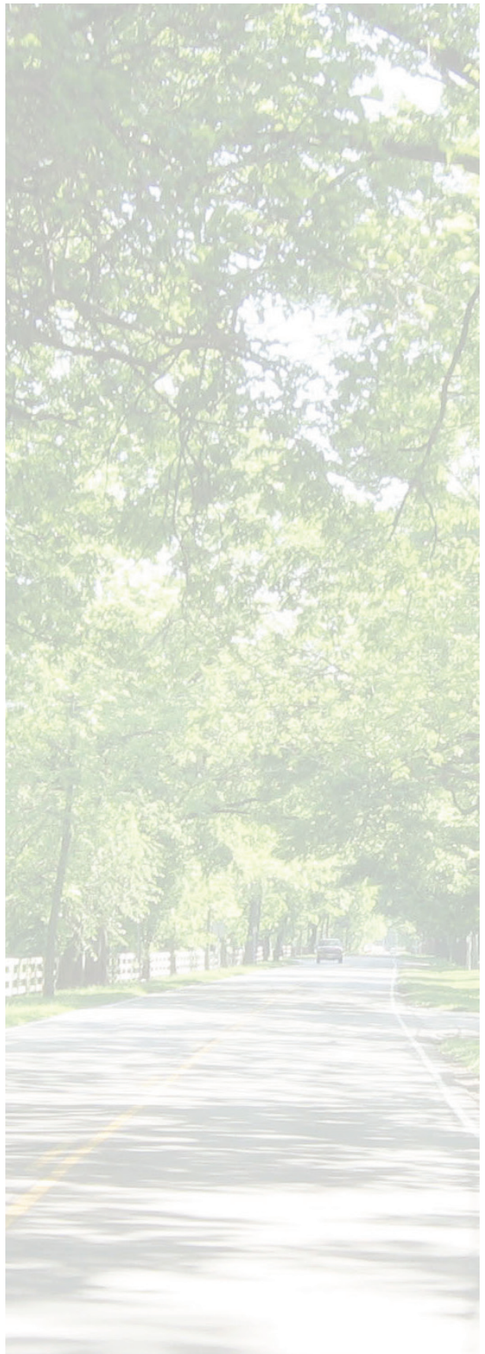
Stops are mainly located at the end of streets that are entrances to subdivisions. There are little or no pedestrian facilities where bus stops are located. Pedestrians, in order to catch the bus, walk along the roadway and stand in the street or along the grass shoulder. There are no benches or shelters for riders waiting for transit service.

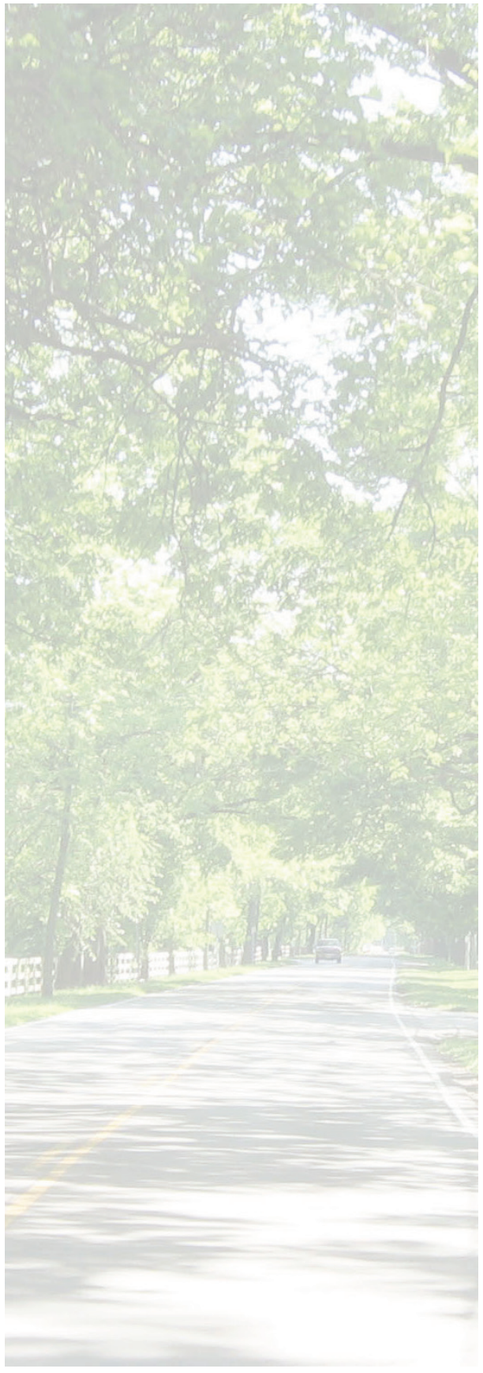
Assessment

Existing transit service between Zorn Avenue and Highway 42 is fairly limited. The existing stops do not allow for reasonable walking distances from trip generators like subdivisions and business districts. The times of the stops do not allow for an eight-hour work-day for people that would like to ride the bus. There is currently no weekend service for the River Road corridor. A weekend route would enable people to access River Road parks and other corridor destinations. Since the buses are bike rack equipped, the weekend service would allow cyclist from other parts of the county to ride the bus in and bike the corridor. Improvements to pedestrian and bicycle facilities would help promote use of the transit system because the stops would be more accessible to pedestrians and cyclists. A feasibility study would be needed to determine if changes to the current schedule are justified.

River Road - typical existing cross section







MANAGEMENT STRATEGIES AND PROJECTS

Early into this management plan, goals and objectives were established by the CAG for the protection of corridor qualities and enhancement of the byway experience. To support these goals and objectives, a series of strategies were developed by the planning team and reviewed by the CAG and client team. These strategies, presented here, are basically proposed methods, ways and means for achieving stated goals and objectives. Multiple strategies have been assigned to each goal and set of objectives which are restated here for reference.

To advance the strategies, this chapter also describes a variety of byway projects for designated locations along the corridor. Projects involve multiple actions and decisions and usually result in a tangible result or product. Projects range from the creation of detailed resource management plans to the development of facilities like scenic pull-offs, trails, and interpretive signage. Although projects will require ample funding to implement, they will be important to maintaining support for continued byway management and developing additional corridor projects.

A key component of any strategy or project is its implementation. Issues of project funding, parties responsible for project execution, and proposed timeframes are discussed in the subsequent chapter on Plan Implementation.

Themes and Strategies

Goal 1: Safeguard What People Value (Protect and restore the corridor's natural, scenic and historic qualities and features)

The River Road corridor contains a wide variety of features and resources possessing natural, scenic, historic and recreational qualities. Many features and resources embody more than one quality; for example, a creek corridor may have recreational, natural, scenic and cultural value. In addition, many resources and features are integrated with each other or have interconnected elements; for example, a creek resource may feed a wetland resource, the clear water in the creek may come from a woodland resource, and a historic homestead resource may have been established near the creek to provide a source of water. Clearly, resources and their qualities are all bound up together in complex, dynamic systems.

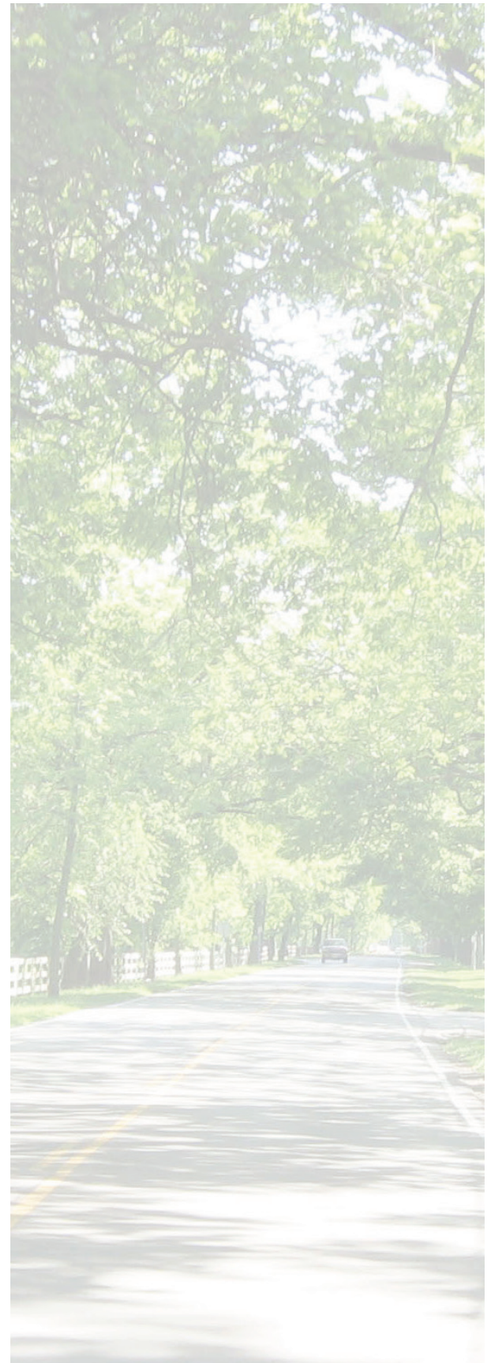
Rarely is an adverse effect isolated or limited to just one particular resource or quality. It is equally problematic to assign a protection or enhancement strategy to a single resource without implicating other resources and qualities by that strategy. By example again, if a woodland resource is protected, then a creek resource flowing through that woodland will also likely be protected, and the scenic, recreational as well as natural qualities of that woodland (and creek) will be maintained if not enhanced. A protection or enhancement strategy can therefore have implications for a wide array of resources and qualities.

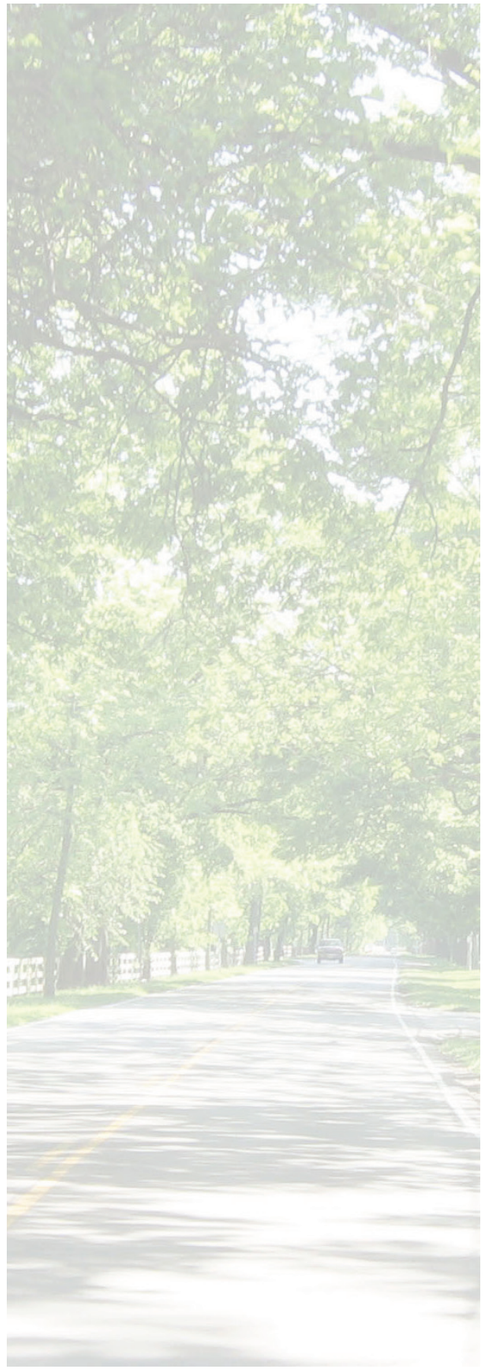
Certain aspects or "qualities" of the River Road corridor fall slightly outside the range of the six byway qualities recognized by state and federal byway programs. Since there are no street lights along River Road or its intersecting side roads, the corridor currently experiences very low night-time light levels which most residents and visitors thoroughly enjoy. The corridor is also relatively quiet despite the close proximity of river industry and boat traffic. While these qualities and others may be less tangible or definable than those recognized by the byway programs, they are nonetheless highly valued by the community. These qualities are basically part and parcel of the corridor experience and they deserve recognition and protection along with all the other characteristics and resources of the byway.

The protection strategies and actions outlined here thus apply to various combinations of River Road's natural, scenic, recreational, historic, and open space areas and qualities. Many strategies are intentionally not specific to a particular resource because more than one quality or resource stands to be protected or enhanced by a strategy. Moreover, the strategies here provide a general direction or idea on how to go about broadly achieving Goal No. 1 without delving into excessive detail and specifics. The details of a strategy can be fleshed out and explored if and when it is put into action.

Objectives

a. Protect woodlands, tree canopy, native plant communities and vegetation patterns
b. Conserve agricultural lands and maintain the rural character
c. Protect surface waters and groundwater quality
d. Maintain and enhance scenic views and places
e. Preserve prime wildlife habitat areas
f. Protect and restore historic, cultural and archeological resources; protect the corridor's unique cultural landscapes
g. Ensure future growth and development are compatible with the corridor's qualities;





recognizing private property rights

Strategies

1.1 Identify and implement planning tools to preserve/protect resources and qualities.

Different planning mechanisms should be evaluated and implemented to help achieve certain management plan goals and objectives. Planning tools may include non-binding policies and guidelines that encourage actions, but should also include clear and enforceable standards and regulations to ensure the protection or preservation of natural places and qualities, agricultural lands and open space, cultural and scenic landscapes, and appropriate form and placement of land uses. Such controls might be stipulated through standards contained in Overlay, Form, or Special Districts. Design guidelines for new development might also be addressed in Neighborhood Plans or Small Area/Corridor Plans to ensure that building mass/form, lighting, signage, and other potential development impacts won't adversely impact the intrinsic qualities of the corridor. Other options to help achieve management plan goals include Neighborhood Conservation Districts and expanding or strengthening existing Historic Districts.

Existing standards and requirements for items such as stormwater run-off management and blueline stream setbacks could also be amended or strengthened. All standards and guidelines will need to be coordinated with other plans (i.e., Louisville Loop Trail Standards) to ensure consistency. In all of this, planning options and controls should not be viewed as obstacles to property rights, but instead seen as a way to express and uphold common values.

As a footnote, the Center for Land Use and Environmental Responsibility at the University of Louisville organizes and sponsors interdisciplinary educational programs that promote principles, policies, and methods focused on environmentally responsible land use.

1.2 Seek the purchase and acquisition of selected lands by agencies and land trusts.

Many areas along River Road possessing natural, scenic, cultural or recreational qualities are in private ownership. Generally, land owners manage their property to protect its unique qualities. Sometimes though, the acquisition of land by a public agency or by a land trust may be the best strategy for protecting or restoring the intrinsic qualities of that resource. At other times, acquisition may be necessary to allow public access or community use of the land. For whatever reason, acquisition must only occur with the consent of the property owner and not through eminent domain or condemnation powers.

Local agencies including Louisville Metro Parks and the Metro Sewer District have limited budget allocations for the purchase of lands deemed important for acquisition. State money through the Kentucky Heritage Land Conservation Fund can be used to acquire lands having natural resource value. Federal grants can be channeled through state and local agencies for the purchase of lands for resource protection, recreation, and multi-modal transportation. Finally, land trusts, like River Fields, are an important ally in multi-party efforts to acquire and protect unique and valued landscapes.

An alternative to outright land acquisition is the purchase or granting of conservation easements. These easements can be effective in protecting natural, scenic, and cultural qualities and can provide the land owner tax benefits.

1.3 Develop a cultural landscape analysis and report for the corridor.

A number of areas along and near River Road possess characteristics and qualities that would contribute to their designation as cultural landscapes. According to the Cultural Landscape Foundation, "A cultural landscape is a geographic area that includes cultural and natural resources associated with a historic event, activity, person, or group of people…They can be man-made expressions of visual and spatial relationships that include grand estates, farmlands, public gardens and parks, college campuses, cemeteries, scenic highways, and industrial sites…exist[ing] in relationship to their ecological contexts." Designation of the corridor's cultural landscapes would be an important step toward their protection and management.

A cultural landscape analysis would ultimately serve as a tool for landscape management and comprehensive land use planning. It would include an inventory of natural, cultural-historic, and archeological resources by a variety of professionals. In the River Road corridor, a cultural landscape could conceivably consist of a single homestead or multiple tracts of land up to several hundred acres. An analysis would reveal human origins, development, and evolving relationships with the natural world and yield new information about a landscape's historic significance and integrity, even if the place is already listed on the National Register. From the analysis, a Cultural Landscape Report (CLR) could then be prepared to document the history, significance, and treatment of the cultural landscape, serving as a useful instrument to protect its character-defining features form undue use, alteration, or loss. A CLR basically provides managers, curators, and other invested parties with the information they need to make critical management decisions about the cultural landscape.

1.4 Encourage private land owners to act as stewards of their lands and to pursue programs to protect and improve the land's special qualities.

Private land owners may only require some assistance or urging to help them to see that their property possesses important natural, scenic or cultural qualities and that these qualities contribute to the overall character and uniqueness of the River Road corridor. Information and knowledge will be vital to this understanding as well as to the realization that these qualities perhaps need to be preserved, enhanced or restored. This Corridor Management Plan will advance this understanding and knowledge to some extent, but ongoing education will be required through community outreach, dissemination of information, and the execution of programs and projects. Agricultural preservation, application of stormwater best management practices, or eradication of invasive species are just a few examples of how private land owners can contribute to the quality of the byway corridor and maintain its rural character.

Guidance and encouragement can also come through programs and incentives offered

by state and federal agencies. The following are just some of the programs that have been established to bolster the protection and enhancement of historic structures/properties, woodlands, wetlands, streams and other natural areas by private land owners:

- U.S. Fish and Wildlife Service, Partners for Fish and Wildlife Program
- U.S. Fish and Wildlife Service, Wildlife and Sport Fish Restoration Programs, Land Owner Incentive Program
- U.S. Department of Agriculture, Conservation Reserve Program and Conservation Reserve Enhancement Program
- U.S. Department of Agriculture, Natural Resources Conservation Service, Conservation Programs
- U.S. Forest Service, Forest Health Protection Programs
- Kentucky Heritage Council Education and Training Workshops and Resources
- Preservation Louisville Historic Preservation Tax Credit Workshops

Land owners should also be informed about various other historic preservation and resource conservation programs and incentives. Sites that meet the Department of Interior standards to become Historic Landmark properties may benefit from higher property values and opportunities for grants, loans, and other financial incentives to maintain and improve their resource.

Conservation easements can be granted for tax benefits to protect agricultural, natural, and scenic resources. For example, land donated for conservation easements allows the property owner to retain ownership while receiving tax benefits. The Federal Historic Preservation Tax Incentive Program provides a 20% tax credit for income-producing certified historic properties that are rehabilitated according to the Secretary of the Interior's treatment standards for such properties. The State Historic Homeowner's Tax Credit Program, also administered by KHC, provides a 30% tax credit with a minimum investment of $20,000 for certified historic properties. Other opportunities for incentives should continue to be explored such as greater tax credits for keeping land in agricultural use.

1.5 Conduct a thorough biological/environmental assessment of the corridor.

This Corridor Management Plan provides only an overview of the River Road's natural qualities and assets, and it gives only general recommendations on how to protect or enhance these qualities. What might be warranted is an in-depth study of the corridor's natural systems and features that could then be used as the basis of a comprehensive and detailed stewardship plan or program. Some of this study could be accomplished through the development of stewardship plans for public lands as suggested by one of the strategies below. But given the fact that natural qualities are extensive over private lands and basically "know no boundaries" as it relates to property ownership, a corridor-wide comprehensive study of natural areas and conditions would set the stage for a clear set of prioritized steps and strategies conducive to maintaining and improving the health and beauty of natural areas and qualities throughout the corridor.

1.6 Protect and enhance resources and qualities through managing authorities' policies and programs.

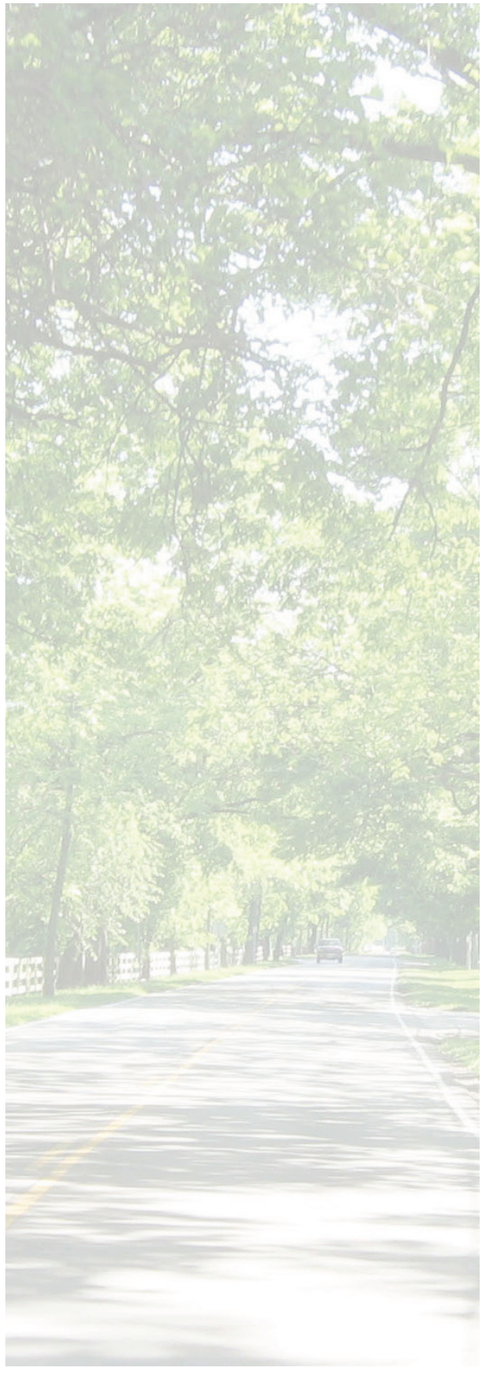
Several programs and policies currently exist to provide some degree of protection or management of River Road's natural, cultural, scenic, and recreational features and qualities. Louisville Metro Parks has clear policies and ordinances regulating the activities, uses and management of park lands. Louisville Metro's development standards for the regulatory floodplain, although fairly unrestrictive, do provide some checks and limitations on construction in the floodplain, serving to help protect low-lying open areas from development. In addition, blue line streams (Harrods Creek, Goose Creek) have requirements for building setbacks and the preservation of natural vegetation buffers along their banks. Designation as a National Register Site or District by the Department of Interior prohibits the use of federal monies on projects that might damage or adversely affect the cultural and historic qualities of areas like the Country Estates Historic District and other eligible sites on the corridor. All of these programs and policies, as well as others, should be maintained and supplemented when necessary. It is critical that existing programs and regulations also be rigorously enforced to help safeguard resources and qualities throughout the corridor.

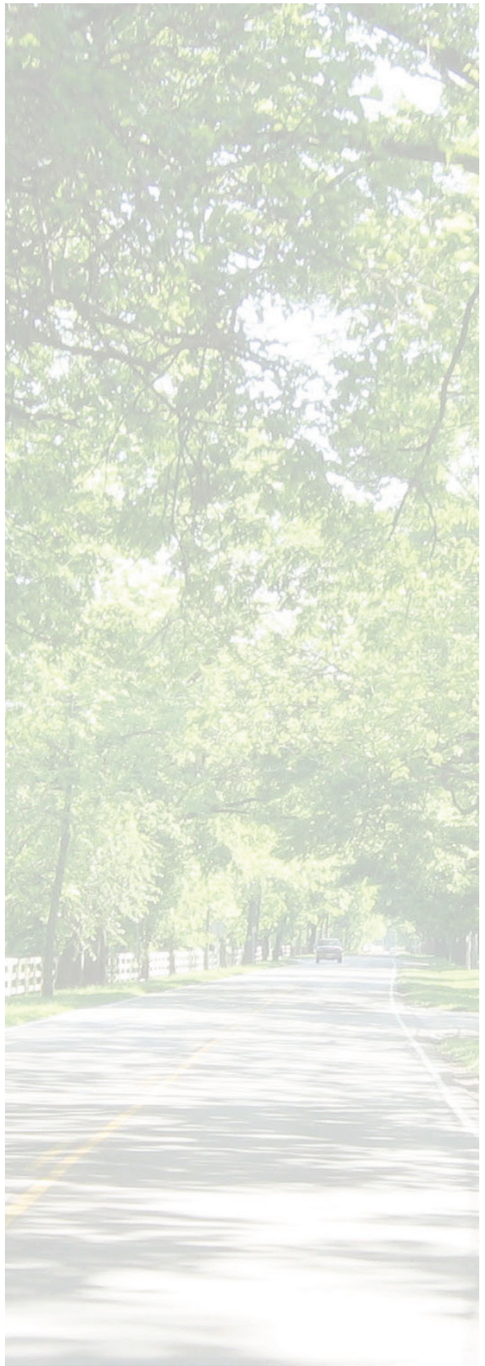
1.7 Develop and implement restoration and stewardship plans for natural areas currently in public ownership or that are publicly accessible.

A number of nature preserves and natural areas occur along and near River Road. These areas protect rare vestiges of the riverine landscape and contribute immensely to the corridor's character and enjoyment. Certain preserves (Caperton Swamp and Garvin Brown Preserve) currently have stewardship plans in place and these plans may only need to be updated or implemented. Some areas, like Twin Park and Six Mile Island, lack stewardship plans to guide the protection or restoration of natural features. Large parks, like Hays Kennedy and Thurman Hutchins, may lack large naturalized areas, but they nonetheless have the potential for restoration of natural landscapes at selected locations. Other areas, like the Water Company holdings at the east end of the corridor, hold potential for the designation and stewardship of large fairly natural or naturalizing areas that remain under-utilized and hold little development potential. A network of publicly-owned natural landscapes already exists in the River Road corridor, and the health and value of these areas would rise considerably with focused and coordinated stewardship plans.

1.8 Build awareness and increase stewardship of watersheds, water resources and water quality.

Water bodies are extensive throughout the River Road corridor, ranging from the mighty Ohio River to tributary creeks, wetlands and marshes, ponds, seeps and springs. In addition to their natural qualities and value, water features possess considerable scenic and recreational value. Detriment and damage to water bodies come from a broad spectrum of direct and indirect causes including urbanization of watersheds, industrial pollution, agriculture practices, faulty septic systems, and even emissions from powerboats. With an abundance of water features everywhere, the River Road experience provides an opportunity to build awareness among locals and visitors about the importance of protecting water resources and demonstrating ways to do it.





Any improvements on public lands along River Road, such as parking areas, trails, boat launches, etc., should incorporate best management practices for the treatment and handling of stormwater run-off. Public facilities and areas should also be models for water conservation (minimum irrigation, low water use restrooms), reduced pesticide applications, wetland protection, and other initiatives and practices that demonstrate stewardship of water resources and protection of water quality. On-site information about how these practices and efforts are being applied should be made available to the public via interpretive exhibits and other material.

Visitors, local residents and businesses should also be encouraged through a combination of regulations, education, and incentives to protect water resources and quality. Certain regulations are already in place, such as standards for septic systems, and may only need to be enforced or strengthened. Initiatives encouraging private land owners to protect wetlands, creeks, and shorelines are offered through local, state and federal programs, and land owners may only require information about these programs. MSD's rain-garden guidelines reference for residences and business properties is one such example. Visitors, especially boaters, should also be continuously informed about the cumulative effects of minor detrimental acts on water quality and resources.

Watershed-based management plans for Goose Creek and Harrods Creek could be developed to address the many activities and land uses within the drainage basins that affect the water quality and water quantity of these creeks. "Adopt-a-Creek" programs for Goose Creek, Harrods Creek, and other smaller tributary creeks in the corridor may be worth exploring as well. Following is a list of organizations and programs targeting water quality and water resources protection:

- Kentucky Waterways Alliance
- Water Sentinel Groups of the Sierra Club
- Commonwealth Water Education Project
- U.S. EPA, Surf Your Watershed: Kentucky
- Kentucky Erosion Prevention and Sediment Control Field Guide
- Kentucky Environmental Education Council Publication, Land, Legacy and Learning: Making Education Pay for Kentucky's Environment

1.9 Enlist the support of partners in promoting and implementing stewardship projects and initiatives.

Local businesses, neighborhood associations, schools, social clubs, agencies, and stakeholder organizations should all be enlisted as strategic partners to advance various projects and programs aimed at protection, restoration or enhancement of natural, scenic and cultural features and qualities. These partners will be instrumental in building widespread support, generating funding, and contributing services, assets and knowledge toward fulfilling the management plan's stated goals and objectives and in carrying out strategies and recommended actions. While there are endless opportunities for forging strategic partnerships, examples may include:

- Expand the state's "Adopt-A-Highway" program to encourage not only litter control but assistance with other maintenance issues. This program would solicit volunteers to take responsibility for certain sections of the corridor.
- Develop an environmental educational program that considers resources from various public/private sites and provides more integrated, comprehensive learning opportunities.

1.10 Enhance the existing commercial areas in the corridor, converting them to intimately scaled and walkable "Byway Centers."

Existing commercial activity at Zorn Avenue, Harrods Creek, and Prospect should be maintained and enhanced. These areas could be improved by developing context sensitive design solutions to create unique destinations along the corridor that reflect the character and history of the byway.

The Zorn Avenue/River Road intersection at the western end of the corridor is currently used for a variety of social and recreational activities centered around the Louisville Water Company's historic Water Tower and pumping station. Current activities at this location include an art gallery and event facility in the Water Tower building, an open-air outdoor event space, recreational fields, as well as expansive views of the river. This Byway Center could easily be improved and integrated with nearby commercial activity (Kingfish Restaurant) to function as the corridor's western gateway.

The Harrods Creek commercial area at roughly the mid-point of the corridor is already a major destination for social and recreational pursuits with an assortment of restaurants and marinas. With sensitive, historically contextual design, this area could become even more appealing as a social and recreational destination centrally located in the corridor.

Commercial development at the River Road/US 42 intersection in Prospect is currently known as the Prospect Village Shopping Center. It is a major destination for the residents of Prospect and provides a variety of shopping and social venues. It could easily become the eastern "Byway Activity Center" with the inclusion of a trail head/parking area for River Road visitors.

Design criteria for the "Byway Activity Centers" should be established to foster a walkable "village" character and opportunities for outdoor events, gatherings and activities. Wherever appropriate, businesses should be oriented to face River Road rather than reveal their backsides and service areas.

1.11 Publicize projects, making them demonstration or "how to" opportunities.

Implementing this plan's recommended actions and projects will require *and* enable an on-going learning process for visitors, locals, and strategic partners. Many projects, either on public or private lands, will provide the opportunity to explain the importance of protecting and managing vulnerable natural resources, and to experience first-hand how to go about removing invasive plants, restoring a creek bank, or enhancing wildlife habitat. Historic preservation efforts will provide an opportunity to emphasize the rehabilitation or renovation of period structures rather

than their replacement. Many projects will be excellent opportunities for all those who are interested in providing volunteer labor in the great outdoors.

Goal 2: Tell the Stories of the Area (Reveal and interpret the corridor's intrinsic qualities)

The River Road corridor has an incredible natural and cultural heritage. Formed over millennia, the broad riverway, bottomlands, bluffs, creeks, and forests have influenced human settlement patterns and activities for thousands and hundreds of years. At the same time, human intervention has significantly altered the landscape and its natural systems. The story of this dynamic interplay between people and place is both fascinating as well as illuminating with regard to current and future interactions with our environment.

Without question, an understanding of the history and culture of a place provides a more satisfying experience for visitors. Interpretation, whether through signs, brochures, guided tours, or visitor centers, is a way to convey knowledge about the area's unique natural resources and the interaction of cultures that have grown with those resources. Essentially, interpretation promotes awareness and understanding of corridor resources, enhances the travel experience by deepening visitors' understanding of the area, and ideally builds a connection between people and place by explaining what makes the area unique and why it is important. By broadening visitors' perceptions of places they visit, interpretation expands the capacity for people to care for a place.

Development of an interpretive plan should be directed by a set of clear goals and objectives. These have been initiated through discussions with community representatives and stakeholders, and include the following:

Objectives

a. Identify the varied and unique qualities, places and features that characterize the corridor.

b. Provide interpretive information about these places and features.

c. Enable visitors to experience scenic vistas and other points of interest, without trespassing or intruding on private lands.

d. Develop interpretive goals and a set of themes to convey and integrate the stories and interpretive messages.

It cannot be overstated that the goal of revealing and developing awareness of River Road's resources and qualities must be combined with motivation to maintain these qualities. An interpretive program for River Road must encourage visitors to not only understand its resources, but to value and protect them. Interpretation should also encourage visitor exploration by clearly communicating through multiple techniques the range of experiences and resources available along the corridor, and rewarding exploration by providing a high quality recreational and learning experience.

Two important factors will need to be considered in the development of interpretive components for River Road. The first is the identification of relevant themes and stories; the second is the method of communication.

Themes and Stories

Concepts, themes, and stories aren't interpretive stories themselves; rather, they are related ideas that guide the formation of interpretive messages. They provide a bridge between the "big picture" goals/objectives and the actual interpretive messages, displays, and exhibits that eventually populate the landscape.

The conceptual basis for an interpretive plan for River Road can be derived from the Vision Statement and from the stated goals and objectives for telling stories of the area. Interpretive themes and topics will need to be developed through a participatory process involving community representatives and stakeholders. With regard to the corridor's characteristics and interpretation objectives, possible themes might include:

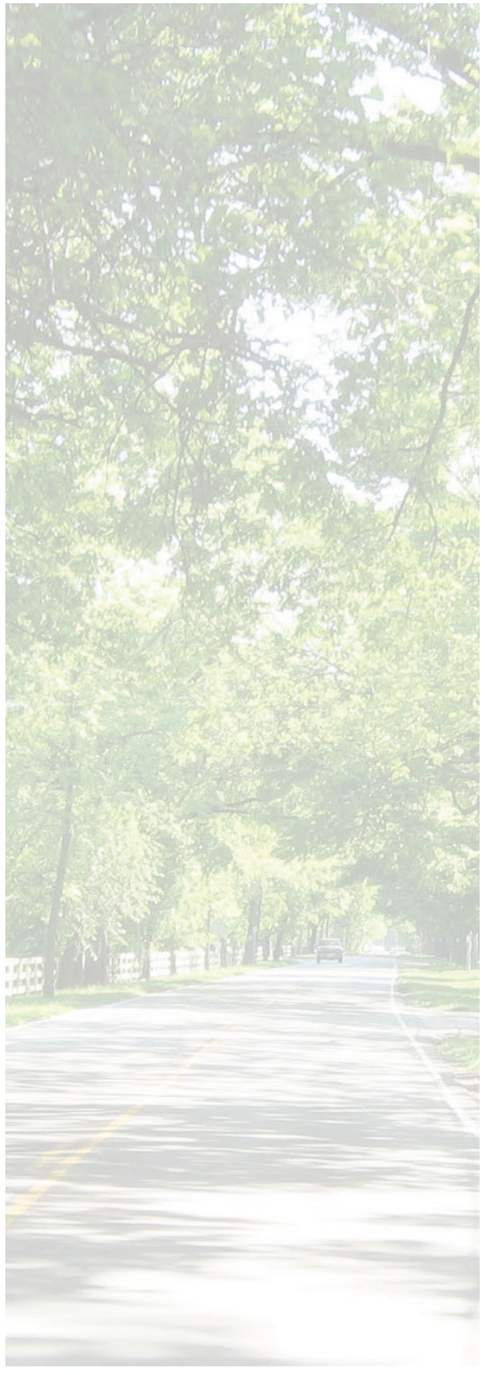
- Revealing the Ohio River: A Defining Regional Feature
- The Dynamics of the Riverine Landscape
- People and Place Stories: Understanding the Corridor's Human History
- The Water's Edge Way of Life: Humans' Environmental Impacts
- Valuing/Stewarding our Natural Resources

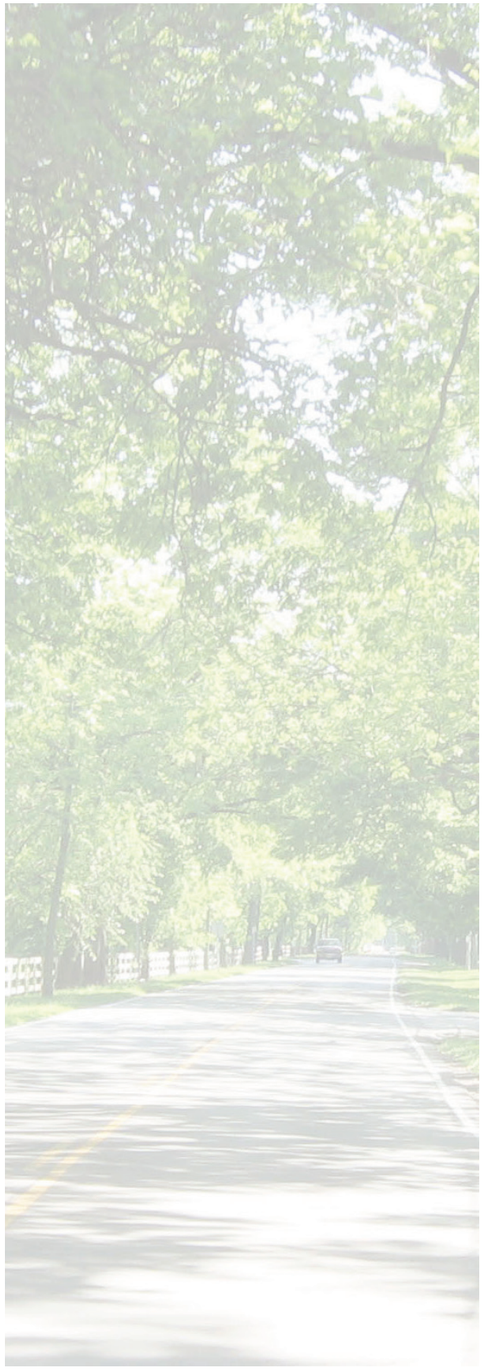
Going a step further, interpretive themes and messages should correspond to particular landscape units and locations along the corridor. In other words, certain landscape units will have a preponderance of characteristics and features that relate to an interpretive topic and that influence the siting of interpretive information.

Methods

Methods are the vehicle for communicating interpretive messages to the public. Methods range in scale and type from visitor centers offering a wide variety of interpretive and orientation information, to naturalists stationed in parks and nature preserves, to brochures and CDs describing the corridor's cultural and natural resources. Each method or type of presentation has strengths and weaknesses for interpretation, and cost and program development considerations as well. Methods usually correspond to one of three different types of interpretive communication:

- Site-Based methods are organized around specific sites and resources and serve corridor visitors. Site-based approaches have the advantage of direct contact with resources and a receptive audience, but have limited reach since the audience must be at a particular place or location.
- General Outreach is communication with the public in an open, non-specific context, such as brochure racks, displays and exhibits in public places, public mailings, and news media. General outreach reaches a broad audience but only a small portion of the audience may be interested in the information.





- Focused Outreach combines the identification of a target audience with programs specifically tailored to effectively reach that audience. Programs aimed at school kids and special interest groups are good examples of focused outreach technique.

The predominant way to convey River Road's interpretive messages will likely be through site-based methods such as interpretive kiosks, signs, and visitor center. However, other methods will have an important place in communicating the corridor's value. As a communication tool, interpretation will be a vital component in fulfilling River Road's corridor management goals. The interpretive plan will ultimately be a communication instrument shaped by continuing dialogue between Metro officials, planners, stakeholders, and the public. Following are strategies for achieving interpretation objectives.

Strategies

2.1 Conduct a comprehensive inventory and analysis of the corridor's historic, archaeological, and cultural resources and qualities.

Designation of a scenic byway not only acknowledges the presence of important cultural resources but gives cause to thoroughly inventory, analyze, and document these resources. As discussed in the Assessment Chapter, many historic and cultural resources remain undocumented or unacknowledged. A thorough inventory would provide a basis for important decisions on resource protection, restoration, interpretation, and management.

One way to document and maintain resource data would be to establish a layer in LOJIC that identifies above-ground resources (there are security considerations concerning those below-ground). By creating this layer, it would be possible to add resources identified by other Metro projects as they become available.

Inventories of small family cemeteries, particularly those on private land, would provide valuable information to the general public and researchers about an overlooked resource. GPS technology should be used to insure accurate mapping and its inclusion in LOJIC.

Histories and stories from area residents and those who lived near the byway provide a valuable asset in interpreting the landscape and documenting changes. These stories should be continuously collected and recorded as well as incorporated into informational materials. A repository for stories should be established so that they are centrally located and easily available.

2.2 Create a multi-faceted interpretive program targeted to a broad audience using a variety of communication methods.

There are many ways to communicate and interpret information about the corridor's resources to the public. Interpretive opportunities along the corridor can provide information about specific features within each landscape unit. Some interpretive opportunities may come in the form of signs, symbols, markers or other elements made part of a carefully thought out and coordinated signage plan. A driving/walking/boating map of these resources and points of interest could be created to identify and explain the corridor's resources. Thematic brochures identifying specific businesses, social institutions, and clubs could also be made available.

Slide presentations or even a documentary could be developed for interpretive programs, schools, and other public venues. Activities for school-age children should be created and made available. A children's book about the River Road corridor could be published similar to *Louisville ABC*. A reading list could also be developed relative to local families, businesses, and histories of the area. A local history book club may be established to sustain interest in cultural resources.

All significant material should be posted to a website devoted to the natural and cultural history of the byway. The website should include the aforementioned interpretive and informal material including stories, oral histories, brochures, slideshows, reading lists, and links to LOJIC. This website would allow users to add to what has already been collected.

2.3 Provide well-marked places along the corridor for interpretive exhibits and materials where public access is permitted.

Because most of the byway corridor is privately owned, public access is limited. One way to provide greater access is to make better use of existing public spaces for educational and interpretive activities. New parking pull-offs and driving/walking/boating tours would allow access without impinging on the rights of landowners.

Several important privately owned sites have been made available to the public through efforts of conservation groups and land trusts like River Fields. More easements for specific uses should be sought to open additional resources to access and interpretation by the public. To access resources on private land, annual public-private tours like the annual Edyalmoor Tour should be developed or expanded. This annual River Road corridor tour is offered by River Fields and is open to the public. An activity similar to the Mayor's Hike and Bike would also be appropriate and would minimize inconvenience to local residents by being scheduled at specific times.

2.4 Establish a clearly defined set of interpretive themes tied to the corridor's natural, historic and cultural heritage.

Themes such as natural dynamics, commerce, community, ethnic heritage architecture, settlement, and transportation should be incorporated in stories and interpretive messages about the corridor. The distinctive character of the corridor should be highlighted by emphasizing its uniqueness in comparison to the river frontage elsewhere in Jefferson County to the west and southwest.

The formation, dynamics and systems of the natural (pre-settlement) landscape should be interpreted including the effect of the natural landscape on the cultural history and corridor development. Discussion should include the Falls of the Ohio, the islands, the fertile bottomlands, and the adjacent bluffs.

Goal 3. Make Way for Play (Perpetuate and expand the corridor's range of social and recreational opportunities)

The abundance and diversity of recreational activities and facilities is a distinguishing characteristic of River Road. The corridor hosts almost thirty separate recreational sites including three large public parks, two nature preserves, trails and memorials, plus

several private marinas, beaches, boat docks, and social clubs. Consequently, the River Road corridor is a major recreational and social destination for the citizens of Louisville.

Because River Road borders the Ohio River, recreation is an inherent part of the corridor, infused in the fabric of the landscape and built environments. Many of the corridor's recreational resources also possess natural, scenic, and historic qualities which enhance the recreational experience. This prevalence of recreational amenities imparts a "recreational community" quality to much of the corridor, creating an atmosphere that River Road is a place for fun, relaxation, and play.

A series of objectives were established by community representatives for maintaining and enhancing the corridor's recreational qualities. The strategies that are discussed below identify ways to accomplish the following objectives.

Objectives

a. Maintain and increase parks, trails and public recreational spaces.

b. Improve access to and increase the amount of water-related recreational activities while minimizing environmental impacts.

c. Encourage and support the variety of unique river-oriented businesses and restaurants within the three designated Byway Activity Centers.

d. Maintain a favorable environment for social organizations and clubs

e. Explore opportunities to accommodate events, festivals, concerts and celebrations

Strategies

3.1 Promote the wide range of social and recreational opportunities throughout the corridor.

One way to strengthen and improve the corridor's recreational value would be to develop a marketing strategy that promotes its recreational diversity. Part of this strategy might consist of establishing and advertising a series of special activities and events throughout the corridor, such as community walks, bike rides, canoe/kayak events, etc. Coordination and networking should also be encouraged between the various neighborhoods, businesses, and social clubs in the corridor. The value of networking should not be underestimated as it will help bring various interests together to collaborate, strategize and promote corridor-wide events, programs and management. Designating the corridor as a special district (i.e., the Downtown Entertainment District) may be worth exploring to help provide funding and oversight for its day-to-day maintenance and management.

3.2 Continue to acquire additional park land, trail easements, and recreational open space throughout the corridor.

Acquisition of additional lands will expand the range of recreational opportunities and compliment the current mix of activities. Certain acquisitions will help unite and link disconnected areas and resources. Other acquisitions could be targeted to amenities and facilities for public access ranging from roadside pull-offs and scenic overlooks to trails and canoe/kayak launches. The type and location of these amenities are discussed in the Projects section of this chapter. Park and recreational land can be acquired through outright purchase by local agencies, and land trusts or from donations of land and/or easements. Public/private partnerships to help fund recreational land acquisitions can also significantly advance this strategy and should be pursued.

3.3 Maintain and improve existing parks, trails and outdoor public spaces to provide a safe, pleasant and sustainable environment.

Maintenance of existing and future parks, trails, and recreational facilities is an important issue that needs to be taken seriously if the corridor is to remain an attractive and appealing recreational destination. Parks, trails and recreational facilities need to be well maintained to ensure that they are safe and enjoyable places for people to visit, use, and return to.

One way to increase the focus on maintenance would be to establish a River Road Scenic Byway Oversight Board to coordinate efforts, establish priorities, develop maintenance standards, raise funds, and provide oversight for the enhanced maintenance and long term management of the corridor's public (and private) recreational resources. This Authority would be made up of representatives from agencies, neighborhoods, businesses, and social clubs in the corridor, essentially making them partners in the long term management of the scenic byway.

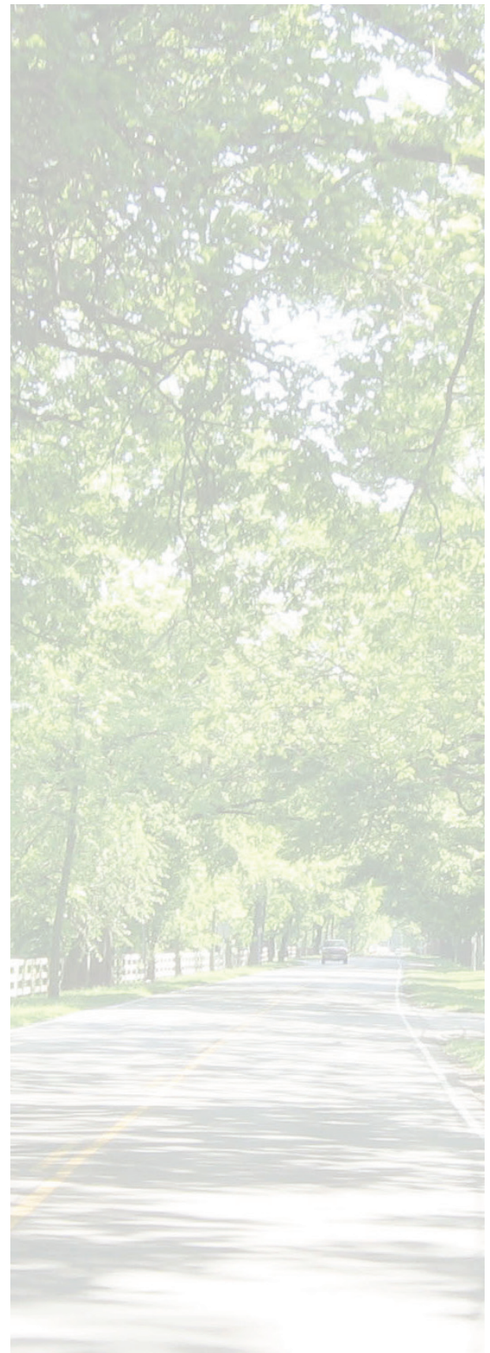
3.4 Provide additional opportunities for the public to access the river.

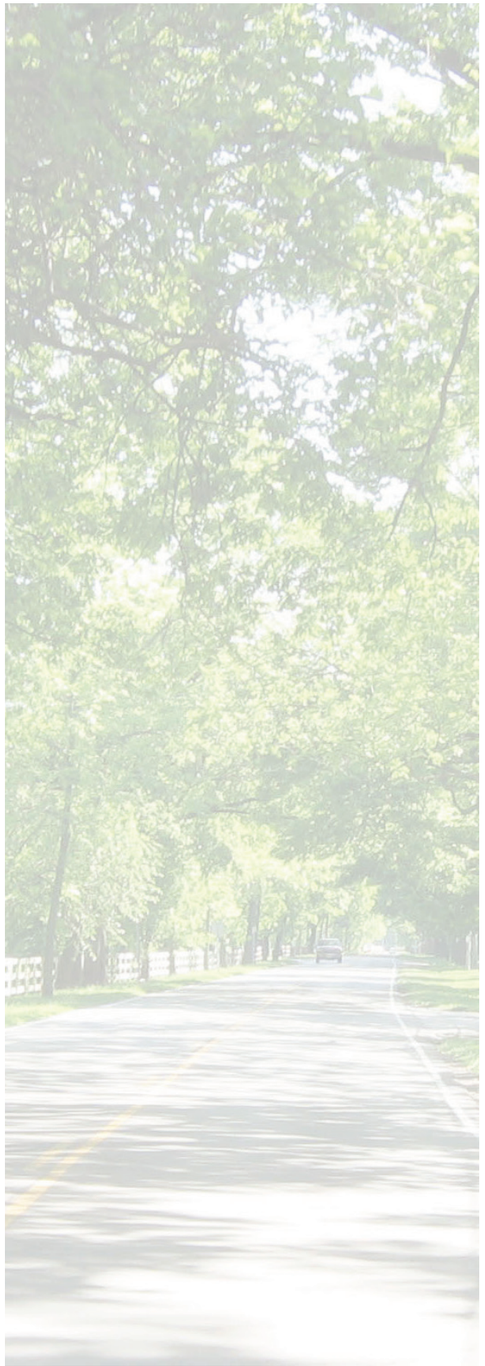
Existing public access to the Ohio River is fairly limited along the corridor, occurring only at Cox Park on the west end of the corridor and at the Garvin Brown Preserve on the east end of the corridor. Cox Park has the only public boat ramp in the corridor. Boat ramp access along Harrods Creek is limited to paying customers at the restaurants and private marinas, and public access along Goose Creek is limited to paying customers at the Juniper Beach Docks.

Additional public access points for launching small boats (canoes, kayaks), for fishing, and for river viewing are all desired and highly sought by the community. The provision of additional public access needs to be explored and enabled at several potential locations along the river. The Project Maps following this section suggest some possible locations for this access. Additional analysis and study will be required to get closure on final locations, access and parking requirements, relationship with adjacent land uses, etc.

Existing marinas, restaurants, and social clubs provide for river access up and down the corridor. These businesses and facilities perform valuable recreational related services not performed by public facilities. Water-oriented businesses should be encouraged and expanded at selected locations in the corridor. One such new enterprise might be seasonal boat tours or a water taxi service.

3.5 Develop recreational trail connections along the corridor to link the parks, neighborhoods, activity centers, and points of interest along the byway to provide





alternative ways for pedestrians and bicyclists to access these facilities.

Most of the public and private recreational facilities along River Road are accessible mainly by car, with inconvenient and awkward bike and pedestrian access occurring along the sides of narrow roads. A well planned recreational trail system would provide an excellent way for people to access the various recreational areas and facilities along the corridor as well as deliver significant recreational and health benefits of its own. Trails can be implemented on existing public land and in roadway rights-of-way as well as on land purchased or on easements obtained specifically for this purpose. Trail heads should be encouraged at Byway Centers to serve as end-of-route destinations that can provide parking, byway information, food, drinks, and socializing.

The creation of a dedicated pedestrian/bicycle trail should be pursued in the corridor to interconnect various parks, neighborhoods, activity centers and recreational areas. This trail would be a critical segment of the Louisville Loop Trail that is currently being planned to traverse the perimeter of Jefferson County. Such a trail would provide connections to Champions Park and the downtown to the west of the scenic byway corridor as well as to Oldham County neighborhoods beyond the east end of the corridor.

Short internal connections (by foot, bike, or boat) should also be explored between nearby or adjoining parks, marinas, restaurants, social clubs and residential areas. Basically, people should be able to walk from their condo or houseboat to a nearby restaurant three or four blocks away, instead of having to get in their car.

3.6 Enlist the support of strategic partners in promoting social and recreational events and programs and in the development of new recreational facilities.

Establishing strategic partnerships among various agencies, neighborhoods, businesses, and social clubs in the corridor will be an effective way to organize support for the betterment of the corridor's recreational facilities. This strategy relates to several of the issues already discussed above and would help to ensure the long term success of the byway.

Strategic partners would include the following groups or organizations:

- Local governments/small cities
- Metro Government agencies
- River Fields
- Neighborhood associations
- Businesses and business associations
- Boating groups & marinas
- Social clubs
- Bike clubs
- Local schools

3.7 Disseminate information about the social and recreational opportunities in the corridor.

Sharing information with the public about the social and recreational opportunities in the corridor is an effective way to get the word out about what the corridor has to offer as well as to provide information on upcoming events and happenings at the various facilities and establishments. Some methods for communication and information sharing include:

- Brochures and maps
- Newspaper, radio and internet
- Community newsletters
- Social media
- Effective and appropriate way-finding signage in the corridor

Goal 4. Enjoy the Journey (Promote safe travel that offers a pleasant experience for all users)

River Road, from its origin at Witherspoon Drive to its terminus at U.S. Highway 42 in Prospect, is an important transportation link between downtown Louisville, eastern Jefferson County and beyond. At the same time, this corridor traverses one of the community's most cherished landscapes, offering travelers a bucolic alternative to the typical urban streetscape.

A vast majority of River Road users travel the corridor not because it provides them the fastest route but because of what the journey has to offer. The intrinsic qualities of the corridor have wide appeal and should be accessible to all. Individuals should be able to enjoy those resources at a variety of paces and modes, and feel safe while doing so.

Objectives

a. Allow for a range of travel choices (automobile, bus, bicycle, walking, boats)

b. Create safe conditions for all travelers and all modes of transportation

c. Make roadway improvements compatible with the corridor's intrinsic qualities and rural, small-scale setting

d. Enable safe, convenient access to businesses, residences, institutions and visitor attractions along the corridor

e. Develop a unified and cohesive system of way-finding and place marker signage

f. Make visitors aware of local restaurants, stores and other businesses along and near the corridor and encourage their patronage

Strategies

4.1 Maintain River Road's existing two lane character.

Roadway improvements, including wider lane widths or additional lanes, designed solely to accommodate higher rates of speed or carry larger volumes of traffic will have

a negative impact on the rural character of the roadway and should not be considered.

4.2 Improve the use and integration of various modes of transportation.

River Road offers a rich and varied collection of experiences that have come to be appreciated by a broad cross section of the public. While some of the corridor's qualities can be experienced while traveling by motor vehicle, many others are more deeply appreciated at a slower pace. Accommodating a wide variety of travel choices (including water based) allows visitors to experience the corridor and its resources at a more meaningful level. It also will be important to integrate different travel modes into a seamless transportation network, allowing users to shift from one mode to another.

4.3 Encourage transit use to help reduce other vehicle trips and make the corridor more accessible.

While the River Road corridor is currently served by transit, a re-evaluation of the location and frequency of transit stops should be considered to determine the most appropriate placement for transit access based on existing or anticipated ridership. Transit stops should be made more accessible by providing landing pads and access to future pedestrian walks or trails. Shelters, seating, and similar amenities should be considered in Byway Activity Centers where ridership is highest and should be designed in a context sensitive fashion.

4.4 Develop a bicycle network that strives to accommodate users of all ages and abilities.

River Road has always been a popular route for cycling and the volume of cyclists using the corridor continues to steadily increase. While cycling the corridor has been encouraged by the recommendations of the 2007 and 2008 Bicycle Summit, increased cycling has created more potential for conflict with the corridor's vehicular traffic. Providing appropriate facilities for cyclists of all ages and abilities, from experienced riders to recreational riders and children, would accommodate the growing desire to experience and appreciate the corridor by bicycle. Facilities might include on and/or off road riding surfaces, adequate bicycle parking, and access to public restrooms. Design of bike facilities must consider the safety of all corridor users and should not detract from the qualities of the corridor that make travel on River Road so unique and enjoyable.

Various types of bicycle facilities and improvements can be evaluated, depending upon the needs and experience of the user:

a. Experienced and commuter cyclists
    i. Improved signage in combination with reduced speed limits
    ii. 4' paved shoulders
    iii. 5' dedicated bike lanes
    iv. Shared travel lanes (14' drive lanes or 3' wide hybrid bike lanes)

a. Inexperienced and child cyclists
    i. Provide a dedicated bike lane
    ii. Provide a multi-use trail adjacent to the road corridor
    iii. Provide a multi-use trail set back from the road corridor

The growing popularity of recreational cycling on River Road has created another situation that bears consideration—group or club rides. A variety of management strategies can be explored to accommodate this recreational activity while helping ensure the safety and enjoyment of the corridor for all. Potential management strategies include:

a. Improved education and enforcement of existing bike laws
b. Registering rides through Louisville Metro
c. Establishing dedicated group ride days

4.5 Provide appropriate pedestrian facilities to connect neighborhoods and destinations.

Many residential, commercial and recreational areas are within walking distance of one another but are not connected or well connected by pedestrian facilities that would encourage walking as a mode of transportation. Additional pedestrian facilities such as trails or sidewalks would allow residents and visitors to visit several destinations without impacting roadway capacity. The development of a multi-use trail would also support the community's vision for integrating the Louisville Loop in the corridor.

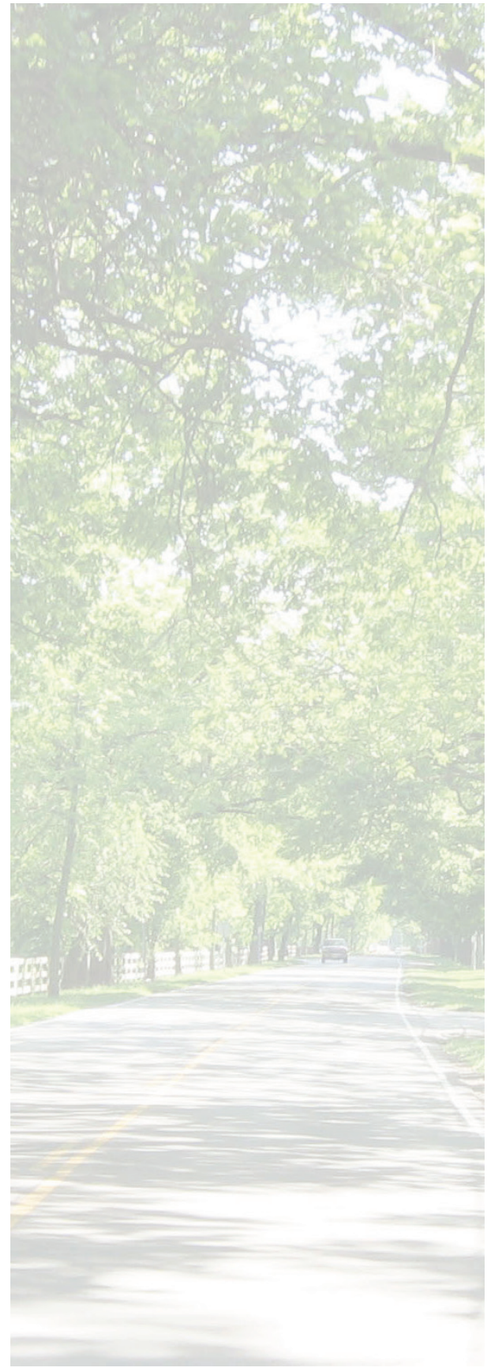
4.6 Explore the feasibility of and demand for using the river as an alternative transportation mode to connect various river oriented uses and areas.

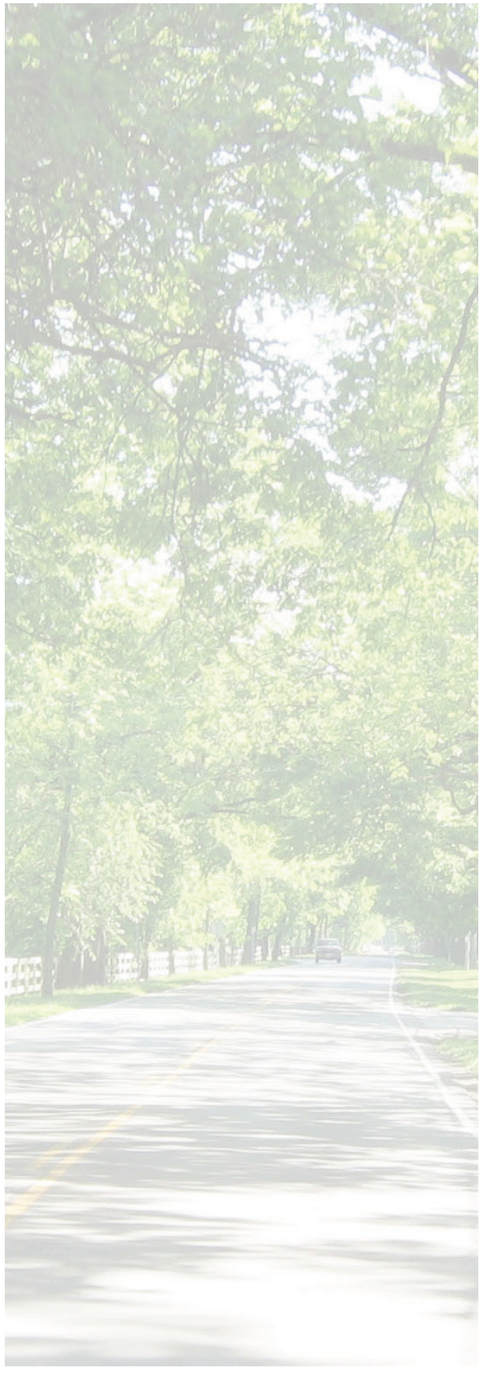
Recreational boat travel along the Ohio River is increasing and there are many recreational and commercial destinations along River Road that can be accessed by boat. Visitors may be encouraged to travel from one place to another by boat by providing boat docks at restaurants, clubs, recreational areas, etc., as well as providing more public boat ramps and launches. River based transportation options, such as a water taxi service, would provide an alternative to land-based modes while offering a unique travel experience.

4.7 Employ context sensitive design solutions for safety improvements along the corridor.

Safe driving conditions are especially important on scenic byways where distractions are a common occurrence. While the frequency and severity of accidents on River Road has not historically been out of the ordinary given the volume of traffic, opportunities do exist to make driving conditions safer, including:

- Reduce the posted speed limit to a uniform 35 mph for the entire length of the byway. Many variables influence the establishment of posted roadway speeds including lane width, degree of curve, roadside development, and traffic mix. Decisions concerning posted speeds are frequently made based on the functional class of the roadway, engineering judgment, and policy decisions. Reducing the posted speed on River Road would allow more opportunity to experience the corridor's intrinsic qualities while improving user safety and creating an environment more conducive to all





modes of travel. It should be noted however, that only reducing posted speeds without other management strategies or improvements, is rarely effective. Other measures, such as traffic calming or increased enforcement, will need to be integrated throughout the corridor to reinforce a 35 mph travel speed.

- Intersection improvements, such as the intersection of Wolf Pen Branch Road and River Road. Alternatives should be explored to redesign this intersection so through traffic on River Road is clearly directed north over the Harrods Creek Bridge rather than onto Wolf Pen. Redesign of the intersection would also improve sight lines for traffic turning from Wolf Pen onto River Road and improve stopping distances for vehicles on Wolf Pen as they approach River Road.
- Improve stopping distances. Intersection spacing as well as sight distances should be evaluated to see if sufficient distance is provided (i.e., relatively short separation between the eastern most entrances to Cox Park and Thurman Hutchins Park). Signing and maintenance may be necessary to improve the stopping distances.
- Access management improvements. While intersecting driveways and roads are relatively infrequent along the corridor, certain areas exist where the frequency and/or spacing of access points are problematic. Access management studies should be considered as part of any planning effort associated with the corridor's commercial nodes (Zorn Avenue, Harrods Creek, and Prospect).
- Improved turning sight lines. Some features of the corridor, like the overarching tree canopies or the varied and unique fences and walls, contribute to the scenic quality of the road but can also affect sight lines at intersections. In many instances, sight lines can be improved with minimal effort (i.e., selective tree pruning; stop bar placement).
- Improved passing sight lines. There are several road locations striped to permit passing, but the intervals are relatively short given the posted speed limits and the curvilinear geometry of the roadway. Passing becomes increasingly dangerous as the volume of bicycle traffic on the corridor increases. Restriping the road to further limit passing opportunities would reduce crashes associated with passing sight lines.
- Explore traffic calming options throughout the corridor where lengthy stretches of straightaway exist and motorists tend to speed.

Any planned improvements to River Road should be subject to a public review process prior to final design and implementation to ensure context sensitive design solutions.

4.8 Manage visitor use and access to prevent overcrowding, incursions onto private property, and adverse effects on the corridor's resources.

Managing visitor use of River Road as well as access to its intrinsic qualities is critical to maintaining the integrity of the corridor and its Scenic Byway designation. Strategies here include:

- Make sensitive sites "accessible" through education rather than providing physical access
- Establish clear rules concerning use of and access to various publicly held land
- Educate the public and if necessary provide enforcement to prevent violations of private property rights
- Carefully plan and manage special events
- Make use of signage

4.9 Develop a uniform signage system for the corridor to identify attractions, amenities, businesses, neighborhoods, etc.

A uniform signage system will improve visual quality while maintaining safety and increasing travelers' knowledge and appreciation of the River Road Scenic Byway. Signs are necessary for communicating a wide range of information including byway boundaries, special places and attractions, goods and services as well as roadway conditions and operational parameters like speed limit, crosswalk locations and intersecting roads. A more context sensitive approach to signage, like those found in the newly developed Metro Trail Standards, can accomplish these goals without necessarily adding to the proliferation of traditional signs/posts. A more in depth description of byway signage is provided later in this Chapter.

Projects/Actions

The strategies identified in the previous section provide a general framework for the protection, preservation, and enhancement of the intrinsic qualities that define the River Road Scenic Byway. From these strategies, several site specific projects or actions can be identified to further the goals and objectives of the management plan. Recommended projects and actions are described on the following pages. These projects/actions align with the four overarching Plan Goals addressing resource stewardship, interpretation, recreation, and transportation.

In addition to the site specific projects and actions, recommendations have also been put forward for three Byway Centers—Water Tower (western end), Harrods Creek, and Prospect (eastern end). Given the complex nature of these areas, a master plan process is recommended to address all of the issues associated with these areas. These proposed Byway Centers have been given a letter designation on the following maps with broader descriptions outlining some of the critical components to be addressed as part of a master planning process for each.

A. Water Tower Byway Center

Develop a master plan that recognizes this area as a valued historic, cultural and recreation resource and establishes this location as the western 'gateway' for the scenic byway. The master plan should:

a. Provide design guidelines (i.e., building scale/mass, landscaping, lighting, and signage) that respect the unique character of the byway while helping to unify the varied, disparate land uses into a cohesive byway destination. Guidelines should strengthen the visual quality of the Byway Center while recognizing the needs of the existing commercial uses.

b. Address appropriate transitions between planned River Road improvements west of Zorn Avenue and the Water Tower Byway Center.

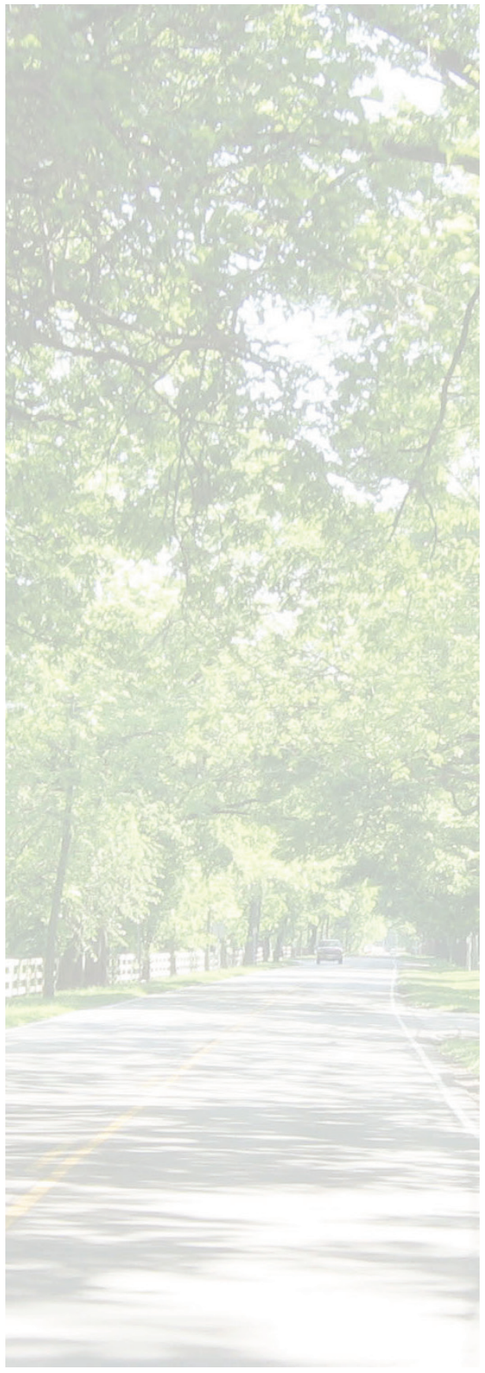
c. Identify possible sites and develop program elements for a byway Visitor's Center that would provide information about the corridor including publicly accessible destinations, corridor events, and interpretive marker locations.

d. Propose access management strategies for the Byway Center including consolidation and/or narrowing of certain commercial access points.

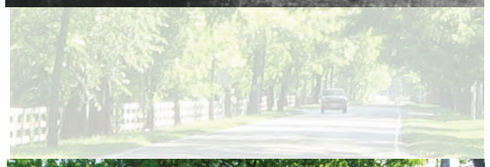
e. Evaluate the design and placement of a TARC transit shelter with appropriate seating and other amenities including trash receptacle and bike rack.

Visual intrusions including utilities, poorly maintained landscapes, and out of scale signage has a negative impact on the scenic, historic, and cultural resources of the byway. These issues can be addressed through a Master Plan for the Water Tower Byway Center--one of the implementation recommendations of the Byway Management PIlan

Lack of consistent maintenance detracts from the byway experience. Maintaining river views and promoting better stewardship of the corridors natural resources are two of more than 75 implementation recommendations of the Byway Management PIlan

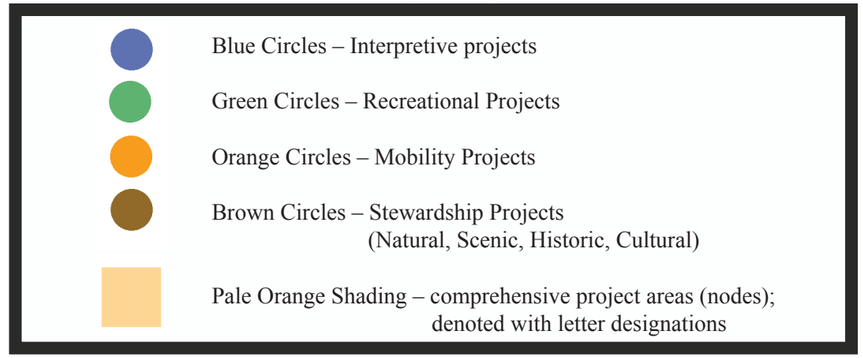


Management Strategies and Projects



1. **Toll House Interpretive Signage**
   Archaeological foundations (site 15JF643) located at this location relate to an early tollhouse/toll gate that operated along the River Road Turnpike from 1849 through 1897. The tollgate was relocated in 1876, having been sold by the River Road Company to Jacob Bickel. The tollhouse was closed in 1898 when the private turnpike system was purchased by individuals to operate as free roadways. Interpretive signage could be provided to mark the original Toll House.
2. **Water Tower Open Space Restoration**
   The front lawn of the Louisville Water Company's pumping facility and water tower has over the years provided organized and informal recreational opportunities for a number of Louisville groups. This site should be studied, in association with the Water Tower Byway Center Master Plan, to develop a program and plans for restoration and recreational uses, including trailhead facilities, parking, restrooms, picnic areas, and interpretive information.
3. **Ohio River Overlook at Water Tower Site**
   The Water Tower site was selected in the mid-1850's for its elevation and easy river access. Today, this site offers visitors some of the most engaging views of Louisville's skyline. Providing a scenic overlook at the Water Tower will encourage visitors to take advantage of these views as well as learn about the workings of this historic facility.
4. **Zorn Avenue Connection**
   The intrinsic qualities of the scenic byway are enjoyed by residents in nearby neighborhoods. Providing a pedestrian connection along Zorn Avenue will help to link the neighborhoods south of the river to the byway. Extending connections to the west will allow these same neighborhoods access to the Water Tower Byway Center and recreational opportunities at the proposed Champions Park.
5. **Cultural Heritage Interpretation**
   The River Road corridor has a diverse ethnic heritage, as evidenced today by the presence of such groups as the Lebanese/American Country Club, Turners Club, Islamic Center, and African American community. Interpretation about this ethnic heritage would be appropriate at this end of the corridor in the vicinity of the Lebanese Club and Turner's Club.
6. **Twin Park Native Landscape Restoration**
   Twin Park contains a rare vestige of the bottomland forests that once blanketed the Ohio River floodplain. The park could be restored and maintained as a small nature preserve or native plant botanical garden that showcases lowland forest and wetland biotic communities, as recommended in a feasibility study completed by Metro Parks in 2002.
7. **Access & Circulation Improvements at Cox & Hutchins Parks**
   River Road is a physical and psychological barrier separating these two important recreational facilities. Improvements to pedestrian access between Cox and Thurman Hutchins Parks should be considered, while also addressing problems created by vehicles with boat trailers turning into the Cox Park boat ramp. Speed reduction techniques would be appropriate through the long straight-away. Provide on-road bike facilities (shoulders or dedicated bike lanes) from Zorn Avenue to Indian Hills Trail should be implemented as a pilot project to evaluate their effectiveness on the corridor.
8. **Cox Park Master Plan**
   Develop a long-term master plan for Cox Park to improve environmental quality, advance recreational programs and facilities, and maintain public access. Promote the wide range of recreational opportunities at Cox and Thurman Hutchins Parks. Promote the maintenance and management of Cox and Thurman Hutchins Parks. Implement environmental best management practices to reduce stormwater run-off, protect and enhance native plant/habitat areas, etc.
9. **Cox Park Water Taxi**
   The river is an underutilized resource as a public transportation option. Seasonal boat tours or a water taxi would provide a unique travel experience, linking destinations along both sides of the river. Consider providing a stop in this area. Coordination with events and signage at Duffy's Landing, located across the river in Jeffersonville, would be advantageous.
10. **Thurman Hutchins Park Master Plan Update**
    The Thurman Hutchins Park Master Plan, completed in 1997, focused primarily on the park's recreational facilities. Updating the plan provides an opportunity to expand the park's environmental stewardship and education functions.
11. **Cox Park River Bank Restoration**
    Apart from mown grass, the riverbank in Cox Park is largely devoid of vegetation; consequently the bank has a barren, stark quality that does not compliment the dramatic river setting. Masses of native plants and groves of trees on the riverbank would lessen this bleakness, frame views, and provide habitat for wildlife.
12. **Floodwater Interpretive Venue**
    Jefferson County has experienced many severe floods over the years, notably in 1832, 1883, 1884, 1913, 1937, 1945, 1964, and 1997. The worst flood was in 1937, when sixty percent of Louisville was underwater as was much of the county, including the Scenic Byway area. After the 1937 flood, the Army Corps of Engineers instituted a system of levees, floodwalls, and pumping stations for flood control. Interpretive information discussing these flood events and the role of the floodplain should be provided for visitors.
13. **Thurman Hutchins Wildlife Corridor**
    Habitat fragmentation can be attenuated by creating or preserving wildlife corridors between remaining natural areas. Habitat at Twin Park could be connected to habitat in Caperton Swamp by establishing a corridor along the south edge of Thurman Hutchins Park.
14. **Multi-Use Trail Extension**
    A multi-use trail was developed previously connecting the Patriot's Peace Memorial to Thurman Hutchins Park. The trail should be extended northeast to Indian Hills Trail to make the pedestrian linkage more complete.

Map Key



River Road Corridor
Scenic Byway Management Plan

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15. Indian Hills Wildlife Crossing
A large culvert under Indian Hills Road would accommodate wildlife movement between Caperton Swamp and natural park areas west of the road.

16. Burying Overhead Utilities
Overhead utility lines along the corridor have a negative visual impact. Placing these utilities underground will not only improve the visual quality of River Road but can create opportunities for possible bicycle and/or pedestrian facilities.

17. Caperton Swamp Stewardship Plan
Caperton Swamp's value as a bird sanctuary and nature preserve would be significantly increased by updating and implementing the stewardship plan prepared in 2008. The plan should address removal of non-native invasive plants, restoration of native plants, wetlands restoration, provisions for interpretive exhibits, trail improvements, and security.

18. Caperton Swamp Interpretation
Before early settlers drained the river's floodplains for farmland, the Louisville area was covered with ponds and wetlands such as Caperton Swamp. Purchased by River Fields and transformed from a commercial strip into an environmental preserve, the Swamp's interesting history and ecology deserves to be explained and interpreted.

19. Caperton Swamp Wildlife Crossing
Wildlife movement between Caperton Swamp and the river would be improved by a wildlife crossing structure under River Road.

20. Louisville Boat Club Stewardship
Large areas of impervious pavement at the Boat Club generate stormwater run-off that could be treated or detained before it is released into drainage channels or storm drains to the river. Along with highlighting the benefits of run-off treatment, Boat Club members could be encouraged to take on other initiatives and actions to protect the river.

21. Louisville Boat Club Wetland Restoration
The wetland and pond on the rear of the Boat Club property adjoins Caperton Swamp and together the two wetland areas constitute a significant natural resource in the corridor. Protection and restoration of the Boat Club wetlands would ensure the health and continuation of the larger combined resource.

22. **Bicycle and Pedestrian Facilities**
Cycling is already a popular recreational activity on the corridor. It's also an excellent way to experience the scenic qualities of the corridor while providing an alternative travel choice. Any future bicycle facilities should consider the needs and abilities of all cyclists. Evaluating alternative locations for a multi-use trail would serve pedestrians and inexperienced cyclists. Evaluating alternatives for bike lanes or a paved shoulder would accommodate experienced cyclists. Consideration should be given to the impact any proposed facility might have on the corridor's intrinsic qualities. Any facility located outside of the public right-of-way would require cooperation from individual land owners.

23. Blankenbaker Lane Connection
Providing a pedestrian connection along Blankenbaker Lane will help to link neighborhoods south of the river to the byway as well as providing an important link to historic Locust Grove.

24. Blankenbaker-Mattingly House Interpretive Venue
The Blankenbaker-Mattingly House (JF530) is associated with the Croghan-Blankenbaker House (see project number 25). This home is referred to as "Aunt Fanny's House" and may have been built for Abraham Blankenbaker's daughter after 1879. A limestone quarry, which had been located on the Croghan-Blankenbaker property, furnished the stone for the wall surrounding this house. The Louisville, Harrods Creek & Westport steam line ran nearby and carried the quarried limestone out of the area to be used in steel-making operations elsewhere or road-building operations in Louisville.

Map Key

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- Pale Orange Shading – comprehensive project areas (nodes); denoted with letter designations

25. Croghan/Blankenbaker House Interpretation
The Croghan/Blankenbaker House (JF458) was originally part of Locust Grove. This NRHP-listed property was sold by the heirs of Charles Croghan (William Croghan's son) to cousins Jesse Chrisler and Abraham Blankenbaker. They divided the property, and Blankenbaker (b. VA 1796, d. KY 1871) took the portion that included this house. The property includes outbuildings once essential to a gentleman farm, including slave quarters, a smokehouse, and forge.

26. Traffic Calming
The straight alignment of this stretch of roadway encourages higher speeds. Consider speed reduction techniques through this long straight-away. One possibility would be to create a gentle curve in the roadway by shifting the River's Edge subdivision entrance slightly south to create an off set in road.

27. Scenic Pull Off and Ohio River Interpretive Venue
Explore locations for a small scenic pull off. This section of the byway offers travelers striking views of the river and the Louisville skyline. The pull off would also provide an opportunity for interpretive material about the Ohio River and its connection to development in this area. One possibility would be a scenic pull off to be incorporated with the improvements discussed in Project #26.

28. River's Edge Ponds Improvements
The ponds at the River's Edge residential community look out of character with the rest of the corridor. Additional landscaping around the ponds and along the road frontage would improve the appearance and contextual integration of this new residential addition. Landscaping should be done in a manner that preserves River's Edge resident's river views.

29. Knights of Columbus Pedestrian Crossing
The Knights of Columbus (KOC) is one of many iconic social organizations that contribute to the cultural identity of the River Road byway. The existing pedestrian crossing linking the KOC building to its parking and other facilities could be modified to make crossing the road safer. At the same time, opportunities to improve the aesthetics of the parking area and its visual impact on the corridor through landscape buffering should be explored.

River Road Corridor
Scenic Byway Management Plan

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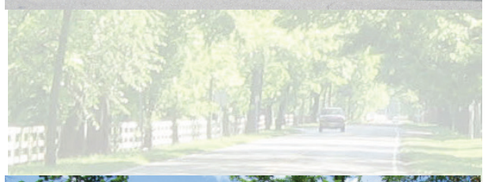

30. Country Estates Interpretation
The River Road corridor includes properties that are part of the 700 acre National Register Country Estates Historic District. Listed in 1999, it is the region's single largest National Register District. Developed between 1875 and 1938, the estates feature architect-designed residences, elaborate supporting structures, and designed landscapes. An appropriate method for interpreting this nationally recognized historic resource should be identified.

31. Maintenance of River Views
Vegetation along the riverbank must be maintained for multiple purposes including bank stabilization, wildlife habitat, and scenic enhancement. Periodic clearing or thinning of vegetation may be necessary in places to open up views of the river from the road. Maintenance should also address removal of non-native invasive plants and installation of native species.

32. Muddy Fork Restoration
The Muddy Fork tributary of Beargrass Creek is a beautiful little waterway made all the more special by the disappearance of so many other small creeks throughout the area. Protection and restoration of this creek could dovetail with upstream efforts in the watershed to improve the quality and quantity of run-off draining to the channel.

33. Bicycle and Pedestrian Facilities
(See Project #22)

34. Woodland Conservation
The small woodlot west of Glenview Avenue is one of the few remaining stands of trees in the corridor floodplain. Its natural and scenic qualities need to be preserved and improved through either the land owner's stewardship, dedication of a conservation easement, or outright acquisition by a conservation organization.

35. Glenview Post Office Interpretive Venue
Built on property originally owned by James Smalley Bate, Glenview was the first suburb developed outside the city limits of Louisville. The Glenview Post Office (JF550) was built circa 1887 to serve as a station on the Louisville & Nashville Railroad steam line. After 1904, the station served the electric interurban line run by the Louisville & Interurban Company. The site falls within the Country Estates of River Road Historic District.

36. Glenview Wildlife Crossing
A potential wildlife crossing should be considered under River Road near Rockledge or Glenview.

37. Glenview Scenic Landscape Conservation
The pond and pasture between Glenview Avenue and Lime Kiln Lane are important scenic resources contributing to the rural character of the River Road corridor. Long-term preservation and enhancement of this landscape should be secured.

38. Woodland Preservation and Restoration on Bluffs
The relatively unbroken blanket of trees across the face of the bluffs gives visual unity and cohesion to the corridor as well as provides valuable environmental benefits. Because it is important to maintain this tree cover, the health of the bluff vegetation should be assessed and a plan developed for its management and restoration.

39. Chance School/Ballard School Interpretation
Virginia Thomas Chance opened a progressive nursery school in 1953. In 1958, parents encouraged her to open the independent Chance School to serve students creatively and individually from age two to fifth grade. The school includes 26 acres of fields and forest on the bluffs of the Ohio for experiential learning and lies within the County Estates of River Road Historic District.

Map Key

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- Pale Orange Shading – comprehensive project areas (nodes); denoted with letter designations

The adjacent interurban line promoted economic and social activities throughout the corridor. Farms and estates depended on the line for access to downtown business activities and shipping concerns. Individuals depended on the interurban to commute to school, a place of employment, or social activity. Interpretive information about both the school and interurban station could be provided in a publicly accessible location near these historic properties.

40. Burying Overhead Utilities
(see Project #16)

41. Goose Creek Access and Lime Kiln Intersection Improvements
Providing public Access to Goose Creek on the existing River Fields property will open a broad range of scenic, educational, and interpretive opportunities while offering a link to the Ohio River and possible canoe/kayak access. Accommodating pedestrian crossings at the River Road/Lime Kiln Lane intersection would extend this connection to area neighborhoods. Landscaping in keeping with the character of the corridor should be provided to help integrate any new improvements, including planned improvements to the Harrods Creek Fire Station.

42. Goose Creek Public Access and Interpretive Venue
The age of the historic stone arch bridge over Goose Creek is unknown, but it probably dates to the late 1800s. The current River Road bridge was built next to the original bridge in 1935. Goose Creek flows from Anchorage to the Ohio River. Interpretive material about Goose Creek and the historic bridge would engage visitors. Acquisition of the existing private marina, which currently serves Harrods Creek Fire and Rescue, should be explored for public boat access and fishing.

River Road Corridor
Scenic Byway Management Plan

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43. Goose Creek Restoration and Watershed Management Plan
Goose Creek possesses valued natural, scenic, cultural, and recreational qualities including important habitat for endangered bat species. It emerges from a deep ravine in the bluffs and is flanked by fields, woodlands, homes and a marina. However, its channel, banks and native riparian vegetation are all severely degraded. The creek should be incrementally restored, ostensibly as part of a larger management plan for its upstream watershed.

44. Goose Creek Pull Off
Dramatic vistas over the broad open fields east of Goose Creek appeal to corridor travelers who routinely stop along the road to take in the scenery. A designated pull-off would allow motorists a safe place to stop and enjoy the view. Interpretive exhibits could also be provided to discuss the corridor's agricultural heritage and the nearby Habich archaeological site. Possible locations for a pull-off should be evaluated.

45. River Camp Interpretation
River camps were developed during the early twentieth century as weekend homes. Over time, these structures became more permanent. Interpretation on these historic camps could be developed at this location.

46. Bicycle and Pedestrian Facilities
(see Project #22)

47. Little Goose Creek Preservation and Restoration on Bluffs
The landscape associated with Little Goose Creek and the face of the bluffs represents a valuable scenic and environmental resource. The health of this ecosystem should be assessed and a plan developed for its management and restoration.

48. Conservation and Interpretation of Agricultural Lands
The long stretch of field and pasture between Goose Creek and Harrods Creek is a signature landscape of the byway. Thanks to the stewardship of existing land owners, nowhere else is River Road's agricultural heritage more fully expressed than at this location. It is essential these fields be conserved and protected from actions affecting their character. As part of the conservation effort, it will be important to interpret the agricultural heritage of the corridor. Hemp at one time was a key crop with locally grown wheat and corn were ground into flour in area mills and shipped to Louisville for sale in the early 1800s.

49. Riverside Beach Road Area Conservation and Preservation
The Riverside Beach Road area is a valued bottomland ecosystem. A conservation/ protection plan for this area should be developed with consideration for some type of recreational amenity (i.e., trail, overlook) to allow public access.

50. Megafauna Interpretive Venue and Trailhead
Large prehistoric animals roamed the corridor at the end of the last Ice Age, circa 10-12,000 years ago. Numerous finds of mammoth and mastodon have been made along the Ohio River in this area, including reports of large bones discovered during the excavation of the Captain's Quarter Marina. Interpretation of the Mammoth archaeological site should be provided in association with a trailhead at this location.

51. Habich Site Interpretation
In the early 1990's, archaeological excavations in this location uncovered an entire Late Archaic Period residential camp and mortuary site (15JF550), dating to 3,500-4,500 years before the present. Interpretation about the Habich site could be incorporated into other projects (i.e., Project # 44 or #50).

B. Harrods Creek Village Byway Center
Develop a master plan to enhance the "village" character of the Harrods Creek commercial area and promote this village as a destination along the corridor. The master plan should:

a. Provide design guidelines (i.e., building scale/mass, landscaping, lighting, and signage) that respect the unique character of the area while helping to unify the varied, disparate land uses into a cohesive byway destination. Guidelines should strengthen the visual quality of the Center while recognizing the needs of the commercial uses within the Byway Center.
b. Identify ways for enhancing the area's historic village and "River Way of Life" ambiance
c. Address access management issues including reducing commercial drives through shared entries
d. Provide pedestrian connections to link restaurants, marinas, residential areas and other visitor amenities
e. Provide for a trail-head and parking
f. Promote and expand water-oriented businesses and activities including fishing access
g. Advance National Register listing for the area's numerous eligible sites

Map Key

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52. Wolf Pen Branch Road Intersection Improvements
This intersection is an important gateway to the corridor and the Harrods Creek Byway Center. The intersection should be evaluated for possible reconstruction to better guide River Road travelers through the intersection and improve sight lines for those turning westbound onto River Road from Wolf Pen.

53. Harrods Creek Bridge Area Interpretive Venue
An historic marker already exists at this location to mark the Merriwether House. Interpretation on the historic significance of the interurban line could also be developed at this location. Looking north, the grade of the interurban line and bridge abutment are still visible. Harrods Creek had stopped the extension of the rail line until late 1876, when enough funds were gathered to construct a trestle bridge. The line then continued to the Prospect Store where a loop and livestock pens were located.

54. Harrods Creek Watershed Management Plan
Harrods Creek is an important natural, recreational, and scenic resource lined by marinas, restaurants, residences, and agricultural lands. The creek's health and value would be improved by creation and implementation of a watershed management plan and channel restoration projects.

55. Eastern Bridge Trail Head and Belleview Interpretive Venue
Parking and access to a pedestrian trail are planned as part of the eastern bridge. This presents an excellent opportunity for a trail head at this location along with